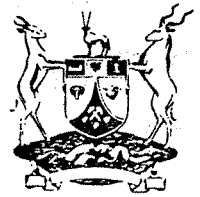


OFFISIËLE KOERANT

VAN SUIDWES-AFRIKA

OFFICIAL GAZETTE

OF SOUTH WEST AFRICA



UITGAWE OP GESAG

PUBLISHED BY AUTHORITY

10c Dinsdag 15 Augustus 1978 WINDHOEK Tuesday 15 August 1978 No. 3806

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- No. 15 Otjiwarongo Dorpsbeplanningskema
- No. 16 Swakopmund: Bepaling van Munisipale Grense
- No. 17 Dorp Empelheim: Wysiging van Stigtingsvoorwaardes

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van die

VOORSITTER VAN DIE UITVOERENDE KOMI-
TEE VAN SUIDWES-AFRIKA

No. 14 van 1978]

SWAKOPMUND : DORPSBEPLANNINGSKEMA

Ingevolge artikel 26(2) van die Dorpsbeplan-
ningsordonnansie, 1954 (Ordonnansie 18 van 1954),
soos gewysig, word hierby bekend gemaak dat die
Dorpsbeplanningskema van die Dorp Swakopmund
deur die Uitvoerende Komitee goedgekeur is.

Gegee onder my hand in WINDHOEK op hierdie die
25ste dag van JULIE 1978.

A. H. DU PLESSIS

Voorsitter van die Uitvoerende Komitee

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PROCLAMATIONS

of the

CHAIRMAN OF THE EXECUTIVE COMMITTEE
OF SOUTH WEST AFRICA

No. 14 of 1978]

SWAKOPMUND : TOWN PLANNING SCHEME

In terms of section 26(2) of the Town Planning
Ordinance, 1954 (Ordinance 18 of 1954) as amended, it
is hereby made known that the Town Planning Scheme
of the Town Swakopmund has been approved by the
Executive Committee.

GIVEN under my hand in WINDHOEK on this the
25th day of JULY 1978.

A. H. DU PLESSIS

Chairman of the Executive Committee

No. 15 van 1978]

OTJIWARONGO DORPSBEPLANNINGSKEMA

Ingevolge artikel 26(2) van die Dorpsbeplanningsordonnansie, 1954 (Ordonnansie 18 van 1954), soos gewysig, word hierby bekend gemaak dat die Dorpsbeplanningskema van die Dorp Otjiwarongo deur die Uitvoerende Komitee goedgekeur is.

GEGEE ONDER MY HAND IN WINDHOEK OP
HIERDIE DIE 31STE DAG VAN JULIE 1978.

A. H. DU PLESSIS

Voorsitter van die Uitvoerende Komitee

No. 16 van 1978]

**SWAKOPMUND BEPALING VAN MUNISIPALE
GRENSE**

Die Uitvoerende Komitee het kragtens en ingevolge die bepalings van artikel 7(1)(b) van die Munisipale Ordonnansie 1963 (Ordonnansie 13 van 1963) die grense van die Munisipaliteit van Swakopmund herbepaal soos in die Bylae hierby beskryf.

GEGEE ONDER MY HAND IN WINDHOEK OP
HIERDIE DIE DERDE DAG VAN AUGUSTUS
1978.

A. H. DU PLESSIS

*Voorsitter van die Uitvoerende Komitee***BYLAE**

Van die noordelikste hoekbaken van Gedeelte B van Swakopmund-dorp en -dorpsgrond 41 beginnende in 'n suidoostelike rigting langs die grense van die volgende eiendomme om hulle in hierdie gebied in te sluit, naamlik Gedeelte B van Swakopmund-dorp en -dorpsgrond 41, Spoorwegreserwe, Gedeelte B van Swakopmund-dorp en -dorpsgrond 41, Gedeelte 1 van Gedeelte B van Swakopmund-dorp en -dorpsgrond 41, Gedeelte B van Swakopmund-dorp en -dorpsgrond 41, Erf 1307, Erf 1057 (straat), Erf 1318 (straat), Erf 1316, Erf 2747, Erf 384, Erf 2747, Erf 447, Erf 1005 (straat), Erf 450 (Strandstraat) en Erf 246, tot by die punt waar die suidelike grens van laasgenoemde eiendom die hoogwatermerk van die Atlantiese Oseaan ontmoet; daarvandaan in 'n noordelike rigting langs die hoogwatermerk van die Atlantiese Oseaan tot by die beginpunt.

No. 15 of 1978]

OTJIWARONGO TOWN PLANNING SCHEME

In terms of section 26(2) of the Town Planning Ordinance, 1954 (Ordinance 18 of 1954) as amended, it is hereby made known that the Town Planning Scheme of the Town Otjiwarongo has been approved by the Executive Committee.

GIVEN UNDER MY HAND IN WINDHOEK
ON THIS THE 31ST DAY OF JULY 1978.

A. H. DU PLESSIS

Chairman of the Executive Committee

No. 16 of 1978]

**SWAKOPMUND
DEFINITION OF MUNICIPAL BOUNDARIES**

The Executive Committee has under and by virtue of the provisions of section 7(1)(b) of the Municipal Ordinance, 1963 (Ordinance 13 of 1963) redefined the boundaries of the Municipality of Swakopmund as described in the Schedule hereto.

GIVEN UNDER MY HAND IN WINDHOEK ON
THIS THE THIRD DAY OF AUGUST 1978.

A. H. DU PLESSIS

*Chairman of the Executive Committee***SCHEDULE**

From the northernmost corner beacon of Portion B of Swakopmund Town and Townlands 41 beginning in a south-eastern direction along the boundaries of the following properties so as to include them in this area viz. Portion B of Swakopmund Town and Townlands 41, Railway Reserve, Portion B of Swakopmund Town and Townlands 41, Portion 1 of Portion B of Swakopmund Town and Townlands 41, Portion B of Swakopmund Town and Townlands 41, Erf 1307, Erf 1057 (street), Erf 1318 (street), Erf 1316, Erf 2747, Erf 384, Erf 2747, Erf 447, Erf 1005 (street), Erf 450 (Strand Street) and Erf 246, to the point where the southern boundary of the last-mentioned property intersects the high-water mark of the Atlantic Ocean; thence in a northern direction along the high-water mark of the Atlantic Ocean to the point of beginning.

No. 17 van 1978]

**WYSIGING VAN STIGTINGSVOORWAARDES
EMPELHEIM**

Die Uitvoerende Komitee het kragtens en ingevolge die bepalings van Artikel 31 A(2) van die Ordonnansie op Dorpe en Grondverdeling, 1963 (Ordonnansie 11 van 1963) die voorwaardes uiteengesit in die Bylae by Proklamasie 1 van 1956 soos gewysig by Proklamasie 24 van 1970, verder gewysig deur in paragraaf 3(a) die syfers "23-32" te vervang deur die syfers "31-32".

GEGEE ONDER MY HAND IN WINDHOEK OP
HIERDIE DIE DERDE DAG VAN AUGUSTUS
1978.

A. H. DU PLESSIS

Voorsitter van die Uitvoerende Komitee

No. 17 of 1978]

**AMENDMENT OF CONDITIONS OF ES-
TABLISHMENT · EMPELHEIM**

The Executive Committee has under and by virtue of the provisions of section 31 A(2) of the Townships and Division of Land Ordinance, 1963 (Ordinance 11 of 1963) further amended the conditions set out in the Schedule to Proclamation 1 of 1956, as amended by Proclamation 24 of 1970, by the substitution for the figures "23-32" in paragraph 3(a) of the figures "31-32".

GIVEN UNDER MY HAND IN WINDHOEK ON
THIS THE THIRD DAY OF AUGUST 1978.

A. H. DU PLESSIS

*Chairman of the Executive Committee.***Goewermentskennisgewings**

Die volgende Goewermentskennisgewings word vir
algemene inligting gepubliseer.

J. F. GREEBE*Waarnemende Sekretaris van Suidwes-Afrika*

Administrasie van Suidwes-Afrika
Windhoek.

No. 203]

[15 Augustus 1978

**MAKSIMUM PRYSE VAN SUIKER
VERBETERINGSKENNISGEWING**

Die Afrikaanse teks van Goewermentskennisgewing
No. 166 van 1 Julie 1978 word hierby gekorrigeer deur
die vervanging van die volgende:

1. Paragraaf 3 bladsy 606;
"No. 411 van 30 Desember 1978" moet lees:
"No. 411 van 30 Desember 1977"
2. Eerste Bylae;
 - (a) "Korste" in paragraaf 2(a) moet lees:
"Kortste"
 - (b) "Ekonomieste" ook in paragraaf 2(a) moet lees:
"Ekonomiesste"
 - (c) "Vermeld" in paragraaf 3(e) moet lees:
"Voormeld"
3. Tweede Bylae;
 - (a) Alle besonderhede op bladsy 610, insluitende die

Government Notices

The following Government Notices are published for
general information.

J. F. GREEBE*Acting Secretary for South West Africa*

Administration of South West Africa
Windhoek.

No. 203]

[15 August 1978

**MAXIMUM PRICES OF SUGAR
CORRECTION NOTICE**

The Afrikaans version of Government Notice No.
166 of 1 July 1978 is hereby corrected by the substitu-
tion of the following:

1. Paragraph 3 of page 606; in the Afrikaans version;
"No. 411 van 30 Desember 1978" should read:
"No. 411 van 30 Desember 1977"
2. First Schedule-Afrikaans version;
 - (a) "Korste" in paragraph 2(a) should read:
"Kortste"
 - (b) "Ekonomieste", also in paragraph 2(a), should
read:
"Ekonomiesste"
 - (c) "Vermeld" in paragraph 3(e) should read:
"Voormeld"
3. Second Schedule
 - (a) All details on page 610, including the two tables,

twee tabelle, moet onmiddellik na paragraaf 1(a) (bladsy 608) volg.

(b) Alle besonderhede op bladsy 611, insluitende die twee tabelle, moet onmiddellik na paragraaf 2(b) (bladsy 609) volg.

(c) Die pryse van die 12,5 kg wit geraffineerd in die Afrikaanse tabel op bladsy 611 moet onderskeidelik 7,895, 8,670 en 6,810 en van die 500g "White Refined" in die Engelse Tabel moet 7,310 wees te Rossburgh (Durban)

4. (a) Paragrafe 2 en 4 is verkeerd genommer.

(b) Bokant die afstande naamlik 9-40 ens. moet "Km" ingevoeg word.

5. Die prys tussen afstande 581 km en 620 km van die 25 kg bruin suiker op bladsy 614 moet wees 9,66 en nie 90,66 nie.

6. Die prys van die 1 kg wit en bruin suiker te Nakop op bladsy 618 moet lees:
Wit 46
Bruin 45

Prysbeheeropsiener.

must follow immediately after paragraph 1(a) (page 608).

(b) All details on page 611, including the two tables, must follow immediately after paragraph 2(b) (page 609).

(c) The prices of the 12,5 kg "Wit Geraffineerd" in the Afrikaans table on page 611 should be respectively 7,895, 8,670 and 6,810, and in the English table the price of the 500g "White Refined" should be 7,310 at Rossburgh (Durban).

4. (a) Paragraphs 2 and 4 have been wrongly numbered.

(b) "Km" must be inserted above the distances, i.e. 9-40, etc.

5. The price of the 25 kg brown sugar on page 614 must be 9,66 between distances 581 km and 620 km, and not 90,66.

6. The price of the 1 kg white and brown sugar at Nakop on page 618 should read:
White 46
Brown 45

Price-Control Inspector.

No. 204]

[15 Augustus 1978

INTREKKING VAN VERKLARING VAN GEBIED TOT PRIVATE WILDTUIN

Ingevolge die bepalings van Artikel 22 van die Ordonnansie op Natuurbewaring, 1975 (Ordonnansie 4 van 75) het die Uitvoerende Komitee Proklamasie 17/67 wat die volgende gebied tot 'n private wildduin verklaar, ingetrek.

Die plase Onduno 43, Kaujetupa 42 en Gedeelte 2 van Hochfels 41, geleë in die distrik Windhoek, eiendom van mnr. B. T. Garbade.

No. 205]

[15 Augustus 1978

SLUITING VAN PLAASPAD 1718 EN PROKLAMERING EN KLASIFISERING VAN 'N PAD DISTRIK GOBABIS

Die Uitvoerende Komitee het kragtens en ingevolge die bepalings van artikel 22(1) van die Ordonnansie op Paaie, 1972 (Ordonnansie 17 van 1972) soos gewysig, in die distrik Gobabis plaaspad 1718 wat aangetoon word op sketskaart P953 gesluit soos in Bylae I

No. 204]

[15 August 1978

WITHDRAWAL OF DECLARATION OF A PRIVATE GAME PARK

The Executive Committee has, under and by virtue of the provisions of the Nature Conservation Ordinance, 1975 (Ordinance 4 of 1975) revoked proclamation 17/67, which declared the following area as a private game park:

The farms Onduno 43, Kaujetupa 42 and portion 2 of Hochfels 41, situated in the district of Windhoek and property of Mr B. T. Garbade.

No. 205]

[15 August 1978

CLOSING OF FARM ROAD 1718 AND PROCLAMATION AND CLASSIFICATION OF A ROAD DISTRICT OF GOBABIS

The Executive Committee has under and by virtue of the provisions of section 22(1) of the Roads Ordinance, 1972 (Ordinance 17 of 1972) as amended, in the district of Gobabis closed farm road 1718 which is indicated on sketch-map P953 and which is described in Schedule I

hieronder beskryf en 'n pad wat aangetoon word op sketskaart P953 geproklameer, die loop daarvan bepaal soos in Bylae II hieronder beskryf en dit kragtens en ingevolge die bepalings van artikel 23(1) van genoemde Ordonnansie tot plaaspad (nommer 1718) verklaar.

Genoemde sketskaart is gedurende gewone kantoorure by die kantoor van die Direkteur van Paaie, Windhoek, ter insae beskikbaar.

BYLAE I

Beskrywing van pad:

Die pad beskryf as plaaspad 1718 by Proklamasie 31 van 1954 (Bylae I), Proklamasie 8 van 1961 (Bylae II), Proklamasie 13 van 1962 (Bylae I) en Proklamasie 17 van 1969 (Bylae II)

Gedeelte gesluit:

Die hele.

BYLAE II

Van 'n punt (K op skets P953) op grootpad 40 op die plaas Hektor 481 algemeen noordooswaarts oor die plase Hektor 481 en Merwede 715 tot op 'n punt (J op skets P953) op die gemeenskaplike grens van die plase Merwede 715 en Vuurslag 482; vandaar oosnoordooswaarts oor die plase Vuurslag 482, James Hope 483, Gedeelte 1 van Tsjaka 479 en Tsjaka 479 tot op 'n punt (C₁ op skets P953) op laasgenoemde plaas; vandaar algemeen ooswaarts oor die plaas Tsjaka 479 al langs of naby die noordelike grens van die plaas Gedeelte 2 van Tsjaka 479 tot op 'n punt (C₂ op skets P953) op distrikspad 1604 op die plaas Tsjaka 479.

No. 206]

[15 Augustus 1978

SLUITING VAN DISTRIKSPAD 1604 EN PROKLAMERING EN KLASSIFISERING VAN 'N PAD DISTRIK GOBABIS

Die Uitvoerende Komitee het kragtens en ingevolge die bepalings van artikel 22(1) van die Ordonnansie op Paaie, 1972 (Ordonnansie 17 van 1972) soos gewysig, in die distrik Gobabis distrikspad 1604 wat aangetoon word op sketskaart P953 gesluit soos in Bylae I hieronder beskryf en 'n pad wat aangetoon word op sketskaart P953 geproklameer, die loop daarvan bepaal soos in Bylae II hieronder beskryf en dit kragtens en ingevolge die bepalings van artikel 23(1) van genoemde Ordonnansie tot distrikspad (nommer 1604) verklaar.

Genoemde sketskaart is gedurende gewone kantoorure by die kantoor van die Direkteur van Paaie,

hereto and proclaimed a road which is indicated on sketch-map P953, defined the course thereof as described in Schedule II hereto and under and by virtue of the provisions of section 23(1) of the said Ordinance declared it a farm road (number 1718).

The said sketch-map is lying open to inspection during normal office hours at the office of the Director of Roads, Windhoek.

SCHEDULE I

Description of road:

The road described as farm road 1718 in Schedule I of Proclamation 31 of 1954, Schedule II of Proclamation 8 of 1961, Schedule I of Proclamation 13 of 1962 and Schedule II of Proclamation 17 of 1969.

Portion closed:

The whole.

SCHEDULE II

From a point (K on sketch P953) on main road 40 on the farm Hektor 481 generally north-eastwards across the farms Hektor 481 and Merwede 715 to a point (J on sketch P953) on the common boundary of the farm Merwede 715 and Vuurslag 482; thence east-north-eastwards across the farms Vuurslag 482, James Hope 483, Portion 1 of Tsjaka 479 and Tsjaka 479 to a point (C₁ on sketch P953) on the last-mentioned farm; thence generally eastwards across the farm Tsjaka 479 along or near the northern boundary of the farm Portion 2 of Tsjaka 479 to a point (C₂ on sketch P953) on district road 1604 on the farm Tsjaka 479.

No. 206]

[15 August 1978

CLOSING OF DISTRICT ROAD 1604 AND PROCLAMATION AND CLASSIFICATION OF A ROAD DISTRICT OF GOBABIS

The Executive Committee has under and by virtue of the provisions of section 22(1) of the Roads Ordinance, 1972 (Ordinance 17 of 1972) as amended, in the district of Gobabis closed district road 1604 which is indicated on sketch-map P953 and which is described in Schedule I hereto and proclaimed a road which is indicated on sketch-map P953, defined the course thereof as described in Schedule II hereto and under and by virtue of the provisions of section 23(1) of the said Ordinance declared it a district road (number 1604).

The said sketch-map is lying open to inspection during normal office hours at the office of the Director of

Windhoek, ter insae beskikbaar.

BYLAE I

Beskrywing van pad:

Die pad beskryf as distrikspad 1604 in Bylae II van Goewermentskennisgewing 23 van 1975.

Gedeelte gesluit:

Die hele.

BYLAE II

Van 'n punt (D op skets P953) op distrikspad 1695 op die plaas Tsjaka 479 algemeen suidweswaarts oor die plaas Tsjaka 479 al langs of naby die suidoostelike grens van genoemde plaas tot op 'n punt (C₂ op skets P953) op genoemde plaas; van daar algemeen suidweswaarts oor die plaas Tsjaka 479 en Gedeelte 2 van Tsjaka 479 al langs of naby die suidoostelike grense van genoemde plaas tot op 'n punt (C op skets P953) op die gemeenskaplike grens van die plaas Gedeelte 2 van Tsjaka 479 en Ben Hur 484; van daar algemeen suidwaarts oor die plaas Ben Hur 484 en Gedeelte 1 (Dismyne) van Gompou 490 al langs of naby die oostelike grense van genoemde plaas tot op 'n punt (B op skets P953) op laasgenoemde plaas; van daar algemeen ooswaarts oor die plaas Gedeelte 1 (Dismyne) van Gompou 490 en Goeiehoop 491 tot op 'n punt (A op skets P953) op distrikspad 1715 op laasgenoemde plaas.

Roads, Windhoek.

SCHEDULE I

Description of road:

The road described as district road 1604 in Schedule II of Government Notice 23 of 1975.

Portion closed:

The whole.

SCHEDULE II

From a point (D on sketch P953) on district road 1695 on the farm Tsjaka 479 generally south-westwards across the farm Tsjaka 479 along or near the south-eastern boundary of the said farm to a point (C₂ on sketch P953) on the said farm; thence generally south-westwards across the farms Tsjaka 479 and Portion 2 of Tsjaka 479 along or near the south-eastern boundaries of the said farms to a point (C on sketch P953) on the common boundary of the farms Portion 2 of Tsjaka 479 and Ben Hur 484; thence generally southwards across the farms Ben Hur 484 and Portion 1 (Dismyne) of Gompou 490 along or near the eastern boundaries of the said farms to a point (B on sketch P953) on the last-mentioned farm; thence generally eastwards across the farms Portion 1 (Dismyne) of Gompou 490 and Goeiehoop 491 to a point (A on sketch P953) on district road 1715 on the last-mentioned farm.

No. 207]

[15 Augustus 1978

SLUITING VAN PLAASPAD 1537 EN PROKLAMERING EN KLASIFISERING VAN 'N

PAD DISTRIK WINDHOEK

Die Uitvoerende Komitee het kragtens en ingevolge die bepalings van artikel 22(1) van die Ordonnansie op Paaie, 1972 (Ordonnansie 17 van 1972) soos gewysig, in die distrik Windhoek plaaspad 1537 wat aangetoon word op sketskaart P937 gesluit soos in Bylae I hieronder beskryf en 'n pad wat aangetoon word op sketskaart P937 geproklameer, die loop daarvan bepaal soos in Bylae II hieronder beskryf en dit kragtens en ingevolge die bepalings van artikel 23(1) van genoemde Ordonnansie tot plaaspad (nommer 1537) verklaar.

Genoemde sketskaart is gedurende gewone kantoorure by die kantoor van die Direkteur van Paaie, Windhoek, ter insae beskikbaar.

No. 207]

[15 August 1978

CLOSING OF FARM ROAD 1537 AND PROCLAMATION AND CLASSIFICATION OF A

ROAD DISTRICT OF WINDHOEK

The Executive Committee has under and by virtue of the provisions of section 22(1) of the Roads Ordinance, 1972 (Ordinance 17 of 1972) as amended, in the district of Windhoek closed farm road 1537 which is indicated on sketch-map P937 and which is described in Schedule I hereto and proclaimed a road which is indicated on sketch-map P937, defined the course thereof as described in Schedule II hereto and under and by virtue of the provisions of section 23(1) of the said Ordinance declared it a farm road (number 1537).

The said sketch-map is lying open to inspection during normal office hours at the office of the Director of Roads, Windhoek.

BYLAE I

Beskrywing van pad:

Die pad beskryf as plaaspad 1537 in Bylae II van Goewermentskennisgewing 230 van 1973.

Gedeelte gesluit:

Die hele.

BYLAE II

Van 'n punt (B op skets P937) op die gemeenskaplike grens van die plase Mecklenburg 188 en Eorondemba 194 algemeen suidwaarts en al meer weswaarts oor die plaas Eorondemba 194 tot op 'n punt (C op skets P937) op laasgenoemde plaas; van daar algemeen suidwaarts en al meer suidooswaarts oor die plase Eorondemba 194 en Okatumba West 193 tot op 'n punt (E op skets P937) op plaaspad 1441 op laasgenoemde plaas.

SCHEDULE I

Description of road:

The road described as farm road 1537 in Schedule II of Government Notice 230 of 1973.

Portion closed:

The whole.

SCHEDULE II

From a point (B on sketch P937) on the common boundary of the farms Mecklenburg 188 and Eorondemba 194 generally southwards and more and more westwards across the farm Eorondemba 194 to a point (C on sketch P937) on the last-mentioned farm; thence generally southwards and more and more south-eastwards across the farms Eorondemba 194 and Okatumba West 193 to a point (E on sketch P937) on farm road 1441 on the last-mentioned farm.

No. 208]

[15 Augustus 1978

BEKENDMAKING VAN 'N AANSOEK VIR DIE
SLUITING VAN 'N GEDEELTE VAN PLAASPAD
2158
DISTRIK OKAHANDJA

Kragtens en ingevolge die bepalings van artikel 16(3) van die Ordonnansie op Paaie, 1972 (Ordonnansie 17 van 1972) soos gewysig, word hierby bekend gemaak dat aansoek gedoen is dat 'n gedeelte van plaaspad 2158 soos in die bylae hieronder beskryf gesluit moet word.

'n Skets (nommer P998) van die betrokke streek waarop die pad waarop die aansoek betrekking het en ander geproklameerde paaie in daardie streek aange-
toon word, is gedurende gewone kantoorure by die kantore van die Direkteur van Paaie, Windhoek, en die Paaiesuperintendent, Okahandja, ter insae beskikbaar.

Iedereen wat enige beswaar het teen bogemelde aansoek word hiermee aangesê om sy beswaar, met die gronde waarop dit gebaseer is duidelik en in besonderhede daarin uiteengesit, skriftelik binne 'n tydperk van dertig dae vanaf 15 Augustus 1978 by die Voorsitter van Padrade, Privaatsak 13186, Windhoek 9100, in te dien.

BYLAE

Beskrywing van pad:

Die pad beskryf as plaaspad 2158 in Bylae II van Goewermentskennisgewing 42 van 1977.

No. 208]

[15 August 1978

NOTIFICATION OF AN APPLICATION THAT A
PORTION OF FARM ROAD 2158 BE CLOSED
DISTRICT OF OKAHANDJA

Under and by virtue of the provisions of section 16(3) of the Roads Ordinance, 1972 (Ordinance 17 of 1972) as amended, it is hereby made known that application has been made that a portion of farm road 2158 as described in the schedule hereto be closed.

A sketch (number P998) of the area concerned and on which the road to which the application refers, and other proclaimed roads in that area are shown, lies open to inspection during normal office hours at the offices of the Director of Roads, Windhoek, and the Roads Superintendent, Okahandja.

Every person having any objection to the above application is hereby commanded to lodge his objection in writing, with the grounds upon which it is based clearly and specifically therein stated, with the Chairman of Roads Boards, Private Bag 13186, Windhoek 9100, within thirty days of 15 August 1978.

SCHEDULE

Description of road:

The road described as farm road 2158 in Schedule II of Government Notice 42 of 1977.

Gedeelte wat gesluit moet word:

Van 'n punt (A op skets P998) op distrikspad 2156 op die plaas Waldfriede 50 oor die plaas Waldfriede 50 tot op 'n punt (B op skets P998) op die gemeenskaplike grens van laasgenoemde plaas en die plaas Otjombali 189; van daar oor die plaas Otjombali 189 tot op 'n punt (C op skets P998) op die gemeenskaplike grens van laasgenoemde plaas en die plaas Otukarru 43.

No. 209]

[15 Augustus 1978

BEKENDMAKING VAN 'N VOORSTEL VIR DIE
SLUITING VAN 'N GEDEELTE VAN HOOFPAD
1/6
DISTRIK WINDHOEK

Kragtens en ingevolge die bepalings van artikel 20(1) van die Ordonnansie op Paaie, 1972 (Ordonnansie 17 van 1972) soos gewysig, word hierby bekend gemaak dat die Direkteur van Paaie voorstel dat 'n gedeelte van hoofpad 1/6 gesluit word soos in die bylae hieronder beskryf.

'n Sketskaart (nommer P1000) van die betrokke streek waarop die pad waarop die voorstel betrekking het en ander geproklameerde, ondergeskikte en privaat-paaie in daardie streek aangetoon word, is gedurende gewone kantoorure by die kantore van die Direkteur van Paaie, Windhoek, en die Paaiesuperintendent, Windhoek, ter insae beskikbaar.

Iedereen wat enige beswaar het teen bogemelde voorstel word hiermee aangesê om sy beswaar, met die gronde waarop dit gebaseer is duidelik en in besonderhede daarin uiteengesit skriftelik binne 'n tydperk van dertig dae vanaf 15 Augustus 1978 by die Direkteur van Paaie, Privaatsak 12005, Ausspannplatz 9111, in te dien.

BYLAE

Beskrywing van pad:

Die pad beskryf as hoofpad 1/6 by Proklamasie 29 van 1953 en Proklamasie 64 van 1956.

Gedeelte wat gesluit moet word:

Van 'n punt (A op skets P1000) op die gemeenskaplike grens van Gedeelte 81 ('n gedeelte van Gedeelte 63) van Gedeelte B van die plaas Windhoek Dorp en -Dorpsgronde 31 en Ooievaarstraat (voorheen bekend as Bachstraat) algemeen noordwaarts oor Gedeelte 81 ('n gedeelte van Gedeelte 63) van Gedeelte B van die plaas Windhoek Dorp en -dorpsgronde 31 en Gedeelte B van die plaas Windhoek Dorp en -Dorpsgronde 31 tot op 'n punt (B op skets P1000); van

Portion to be closed:

From a point (A on sketch P998) on district road 2156 on the farm Waldfriede 50 across the farm Waldfriede 50 to a point (B on sketch P998) on the common boundary of the last-mentioned farm and the farm Otjombali 189; thence across the farm Otjombali 189 to a point (C on sketch P998) on the common boundary of the last-mentioned farm and the farm Otukarru 43.

No. 209]

[15 August 1978

NOTIFICATION OF A PROPOSAL FOR THE
CLOSING OF A PORTION OF TRUNK ROAD 1/6
DISTRICT OF WINDHOEK

Under and by virtue of the provisions of section 20(1) of the Roads Ordinance, 1972 (Ordinance 17 of 1972) as amended, it is hereby made known that the Director of Roads proposes that a portion of trunk road 1/6, as described in the schedule hereto, be closed.

A sketch-map (number P1000) of the area concerned and on which the road to which the proposal refers, and other proclaimed, minor and private roads in that area are shown, is lying open to inspection during normal office hours at the offices of the Director of Roads, Windhoek, and the Roads Superintendent, Windhoek.

Every person having any objection to the above proposal is hereby commanded to lodge his objection in writing, with the grounds upon which it is based clearly and specifically therein stated, with the Director of Roads, Private Bag 12005, Ausspannplatz 9111, within thirty days of 15 August 1978.

SCHEDULE

Description of road:

The road described as trunk road 1/6 in Proclamation 29 of 1953 (Schedule II) and Proclamation 64 of 1956.

Portion to be closed:

From a point (A on sketch P1000) on the common boundary of Portion 81 (a portion of Portion 63) of Portion B of the farm Windhoek Town and Townlands 31 and Ooievaar Street (formerly known as Bach Street) generally northwards across Portion 81 (a portion of Portion 63) of Portion B of the farm Windhoek Town and Townlands 31 and Portion B of the farm Windhoek Town and Townlands 31 to a point (B on sketch P1000); thence across Portion B of the farm Windhoek

daar oor Gedeelte B van die plaas Windhoek Dorp en Dorpsgronde 31 en Erf 590 gesamentlik tot op 'n punt (C op skets P1000); van daar oor Gedeelte B van die plaas Windhoek Dorp en Dorpsgronde 31 tot op 'n punt (D op skets P1000); van daar oor Gedeelte B van die plaas Windhoek Dorp en Dorpsgronde 31 en Gedeelte 36 van Gedeelte B van die plaas Windhoek Dorp en Dorpsgronde 31 gesamentlik tot op 'n punt (E op skets P1000); van daar oor die plaas Gedeelte B van die plaas Windhoek Dorp en Dorpsgronde 31, Ujams 288, Gedeelte 15 ('n Gedeelte van Gedeelte 12) van Nubuamis 37 en Gedeelte 22 ('n gedeelte van Gedeelte 15) van Nubuamis 37 tot op 'n punt (F op skets P1000); van daar oor die plaas Gedeelte 22 ('n gedeelte van Gedeelte 15) van Nubuamis 37 en Ujams 288 gesamentlik tot op 'n punt (G op skets P1000); van daar oor die plaas Gedeelte 22 ('n gedeelte van Gedeelte 15) van Nubuamis 37, Ujams 288 en Spoorwegreserwe 403 gesamentlik tot op 'n punt (H op skets P1000); van daar oor die plaas Ujams 288 en Spoorwegreserwe 403, gesamentlik tot op 'n punt (I op skets P1000); van daar oor die plaas Ujams 288 tot op 'n punt (J op skets P1000); van daar oor die plaas Ujams 288 en Spoorwegreserwe 403 gesamentlik tot op 'n punt (K op skets P1000); van daar oor die plaas Gedeelte 10 van Gedeelte C van Brakwater 48 en Spoorwegreserwe gesamentlik tot op 'n punt (L op skets P1000); van daar oor die plaas Gedeelte 11 van Gedeelte C van Brakwater 48 tot op 'n punt (M op skets P1000) op die gemeenskaplike grens van Gedeeltes 11 en 20 van Gedeelte C van Brakwater 48.

Town and Townlands 31 and Erf 590 concurrently to a point (C on Sketch P1000); thence across Portion B of the farm Windhoek Town and Townlands 31 to a point (D on sketch P1000); thence across Portion B of the farm Windhoek Town and Townlands 31 and Portion 36 of Portion B of the farm Windhoek Town and Townlands 31 concurrently to a point (E on sketch P1000); thence across the farms Portion B of the farm Windhoek Town and Townlands 31, Ujams 288, Portion 15 a portion of Portion 12 of Nubuamis 37 and Portion 22 a portion of portion 15 of Nubuamis 37 to a point (F on sketch P1000); thence across the farms Portion 22 a portion of Portion 15 of Nubuamis 37 and Ujams 288 concurrently to a point (G on Sketch P1000) thence across the farms portion 22 a portion of Portion 15 of Nubuamis 37, Ujams 288 and Railway Reserve 403 concurrently to a point (H on sketch P1000); thence across the farms Ujams 288 and Railway Reserve 403 concurrently to a point (I on sketch P1000); thence across the farm Ujams 288 to a point (J on sketch P1000); thence across the farms Ujams 288 and Railway Reserve 403 concurrently to a point (K on sketch P1000); thence across the farms Portion 10 of Portion C of Brakwater 48 and Railway Reserve concurrently to a point (L on sketch P1000); thence across the farm Portion 11 of Portion C of Brakwater 48 to a point (M on sketch P1000) on the common boundary of Portions 11 and 20 of Portion C of Brakwater 48.

No. 210]

[15 Augustus 1978

**SLUITING VAN PLAASPAD 1038 EN
PROKLAMERING EN KLASSIFISERING VAN 'N
PAD
DISTRIK MARIENTAL**

Die Uitvoerende Komitee het kragtens en ingevolge die bepalings van artikel 22(1) van die Ordonnansie op Paaie, 1972 (Ordonnansie 17 van 1972) soos gewysig, in die distrik Mariental plaaspad 1038 wat aangetoon word op sketskaart P922 gesluit soos in Bylae I hieronder beskryf en 'n pad wat aangetoon word op sketskaart P922 geproklameer, die loop daarvan bepaal soos in Bylae II hieronder beskryf en dit kragtens en ingevolge die bepalings van artikel 23(1) van genoemde Ordonnansie tot plaaspad (nommer 1038) verklaar. Genoemde sketskaart is gedurende gewone kantoorure by die kantoor van die Direkteur van Paaie, Windhoek, ter insae beskikbaar.

BYLAE I

Beskrywing van pad:

Die pad beskryf as plaaspad 1038 in Bylae III van Proklamasie 38 van 1955, Bylaes I en II van Proklamasie 8 van 1964 en in die Bylae van

No. 210]

[15 August 1978

**CLOSING OF FARM ROAD 1038 AND
PROCLAMATION AND CLASSIFICATION OF A
ROAD
DISTRICT OF MARIENTAL**

The Executive Committee has under and by virtue of the provisions of section 22(1) of the Roads Ordinance, 1972 (Ordinance 17 of 1972) as amended, in the district of Mariental closed farm road 1038 which is indicated on sketch-map P922 and which is described in Schedule I hereto and proclaimed a road which is indicated on sketch-map P922, defined the course thereof as described in Schedule II hereto and under and by virtue of the provisions of section 23(1) of the said Ordinance declared it a farm road (number 1038).

The said sketch-map is lying open to inspection during normal office hours at the office of the Director of Roads, Windhoek.

SCHEDULE I

Description of road:

The road described as farm road 1038 in Schedule III of Proclamation 38 of 1955, Schedules I and II of Proclamation 8 of 1964 and in the Schedule of

Proklamasie 98 van 1971.

Gedeelte gesluit:

Die hele.

BYLAE II

Van 'n punt (D op skets P922) op distrikspad 1041 op die plaas Omrah 257 algemeen suidooswaarts oor die plase Omrah 257, Plaas 328, Engler 261, Gallipoli 262 en Plaas 520 (Springbokpan) tot op 'n punt (B op skets P922) op plaaspad 1036 op laasgenoemde plaas; van daar algemeen suidooswaarts oor die plase Plaas 520 (Springbokpan) en Adriana 335 tot op 'n punt (B₁ op skets P922) op laasgenoemde plaas; van daar algemeen noordooswaarts oor die plase Adriana 335 en Plaas 592 tot op 'n punt (B₂ op skets P922) op laasgenoemde plaas; van daar algemeen suidooswaarts oor die plase Plaas 592 en Rooiwal 340 tot op 'n punt (B₃ op skets P922) op laasgenoemde plaas; van daar algemeen ooswaarts oor die plase Rooiwal 340 en Carstantia 534 tot op 'n punt (B₄ op skets P922) op laasgenoemde plaas; van daar algemeen suidooswaarts oor die plase Carstantia 534 en Plaas 351 tot op 'n punt (C op skets P922) op grootpad 32 op laasgenoemde plaas.

No. 211] [15 Augustus 1978

MUNISIPALITEIT VAN USAKOS

WYSIGING VAN GESONDHEIDSREGULASIES

Die Uitvoerende Komitee het kragtens en ingevolge die bepalings van artikel 243 van die Munisipale Ordonnansie 1963 (Ordonnansie 13 van 1963) die onderstaande wysigings; goedgekeur van die regulasies afgekondig by Goewermentskennisgewing 4 van 1956, soos gewysig by Goewermentskennisgewings 44 en 69 van 1956, 178 van 1958, 211 van 1962, 142 van 1965, 147 van 1968, 154 van 1971, 194 van 1972, 115 en 123 van 1973, 140 van 1976 en 344 van 1977.

1. Vervang paragraaf 1 van Hoofstuk VI "VULLIS" deur die volgende:

"1.1 Elke bewoner van die tipe perseel in paragraaf 1.2 hieronder genoem, moet, benewens 'n voldoende aantal stewige vullishouers van 'n tipe deur die Raad goedgekeur, wegdoenbare vullissakke, van 'n tipe deur die Raad goedgekeur, voorsien. Sodanige wegdoenbare vullissakke moet binne-in die bogenoemde stewige vullishouers geplaas word op so 'n manier dat vullis binne-in die sak geplaas word.

- 1.2 Die persele in paragraaf 1.1 hierbo genoem, sluit in wonings, woonstelle, skole, koshuise, hospitale en hotelle en enige ander persele wat die Raad van tyd tot tyd in hierdie kategorie plaas.

Proclamation 98 of 1971.

Portion closed:

The whole.

SCHEDULE II

From a point (D on sketch P922) on district road 1041 on the farm Omrah 257 generally south-eastwards across the farms Omrah 257, Farm 328, Engler 261, Gallipoli 262 and Farm 520 (Springbokpan) to a point (B on sketch P922) on farm road 1036 on the last-mentioned farm; thence generally south-eastwards across the farms Farm 520 (Springbokpan) and Adriana 335 to a point (B₁ on sketch P922) on the last-mentioned farm; thence generally north-eastwards across farms Adriana 335 and Farm 592 to a point (B₂ on sketch P922) on the last-mentioned farm; thence generally south-eastwards across the farms Farm 592 and Rooiwal 340 to a point (B₃ on sketch P922) on the last-mentioned farm; thence generally eastwards across the farms Rooiwal 340 and Carstantia 534 to a point (B₄ on sketch P922) on the last-mentioned farm; thence generally south-eastwards across the farms Carstantia 534 and Farm 351 to a point (C on sketch P922) on main road 32 on the last-mentioned farm.

No. 211] [15 August 1978

MUNICIPALITY OF USAKOS

AMENDMENT OF HEALTH REGULATIONS

The Executive Committee has under and by virtue of the provisions of section 243 of the Municipal Ordinance, 1963 (Ordinance 13 of 1963) approved the following amendment of the regulations published by Government Notice 4 of 1956, as amended by Government Notices 44 and 69 of 1956, 178 of 1958, 211 of 1962, 142 of 1965, 147 of 1968, 154 of 1971, 194 of 1972, 115 and 123 of 1973, 140 of 1976 and 344 of 1977.

1. Substitute the following for paragraph 1 of Chapter VI "REFUSE":

"1.1 Every occupier of the type of premises mentioned in paragraph 1.2 below, shall provide, in addition to a sufficient number of rigid refuse receptacles of a type approved by the Council, disposable garbage bags of a type approved by the Council. Such disposable refuse bags are to be placed inside the above-mentioned rigid refuse receptacles in such a manner that all refuse is deposited in the refuse bags.

- 1.2 The premises mentioned in paragraph 1.1 above include dwellings, flats, schools, hostels, hospitals and hotels and any other premises which the Council may from time to time place under this category.

1.3 Op die dag van die week en tyd wat die Raad van tyd tot tyd bepaal vir die verwydering van vullis, moet die bewoner van elke perseel in paragraaf 1.2 hierbo genoem, alle wegdoenbare sakke met vullis wat verwyder moet word, op 'n plek op sodanige perseel wat vir dié doel deur 'n gemagtigde amptenaar van die Raad aangewys word plaas. Die bewoner moet elke sodanige gevulde wegdoenbare sak behoorlik toebind op so 'n manier dat die inhoud daarvan nie kan uitval wanneer die sak omgekeer word nie.

1.4 Die bewoner van 'n perseel nie in paragraaf 1.2 hierbo genoem nie, moet houe vir vullis, deur die Raad goedgekeur, voorsien op 'n plek op sodanige perseel wat vir daardie doel deur 'n gemagtigde amptenaar van die Raad aangewys word."

2. Vervang paragraaf 2 van die aanslagtariewe deur die volgende:

"2. Vullisverwydering

2.1 Vir die verwydering, een maal per week, van een wegdoenbare sak met hoogstens 0,085 m3 huishoudelike tipe vullis - R2,50 per maand of gedeelte daarvan.

2.2 Vir die verwydering, een maal per week, van vullis wat nie in wegdoenbare sakke is nie - R2,50 per maand of gedeelte daarvan vir elke 0,085 m3 vullis of gedeelte daarvan wat verwyder word."

1.3 On the day of the week and at such time as the Council may from time to time decide for garbage removal, the occupier of every premises mentioned in paragraph 1.2 above, shall place all disposable garbage bags which are to be removed at a place on such premises indicated by an authorised official of the Council. The occupier shall properly tie the open end of each such filled disposable garbage bag in such a way that the contents will not fall out when the bag is turned over.

1.4 The occupier of each premises not mentioned in paragraph 1.2 above, shall provide refuse receptacles approved by the Council at a place on such premises indicated by an authorised official of the Council."

2. Substitute the following for paragraph 2 of the tariff of fees:

"2. Refuse Removal

2.1 For the removal, once weekly, of one disposable garbage bag containing not more than 0,085 m3 of household garbage - R2,50 per month or part of a month.

2.2 For the removal, once weekly, of refuse not contained in disposable garbage bags - R2,50 per month or part of a month per 0,085 m3 or part thereof of refuse removed."

No. R. 1504 (Republiek)] 21 Julie 1978
REGULASIES VIR DIE HAWENS VAN DIE REPUBLIEK VAN SUID-AFRIKA EN VAN SUIDWES-AFRIKA

Dit het die Staatspresident behaag om kragtens artikel 3 van die Konsolidasiewet op die Beheer en Bestuur van Spoorweë en Hawens, 1957 (Wet 70 van 1957), goedkeuring te verleen aan die vervanging van regulasie 168 van die Regulasies vir die Hawens van die Republiek van Suid-Afrika en van die Suidwes-Afrika, afgekondig by Goewermentskennisgewing R. 290 van 2 Maart 1962, deur die volgende regulasie:

HANTEER VAN VLAMBARE VLOEISTOWWE

DEEL A.—MASSA

168. Benewens ander betreklike regulasies is die volgende bepalinge by die hawens van toepassing op skepe wat vlambare vloeistowwe in massa vervoer of ontskep of gedurende bunkerwerk:

(1) Vir die doel van hierdie deel van hierdie regulasie beteken—

(i) "vragdek" 'n dek van die tenkskip waarop daar openinge na die olietenks is;

(ii) "gesertifiseerde skeikundige" 'n houer van 'n B.Sc.-graad in skeikunde of die Nasionale Diploma vir Tegnici (Analitiese Skeikunde) wat, in albei gevalle, minstens twee jaar laboratoriumondervinding en gespesialiseerde opleiding in die toetsing van die atmosfeer in skepe gehad het;

No. R. 1504 (Republic)] 21 July 1978
REGULATIONS FOR THE HARBOURS OF THE REPUBLIC OF SOUTH AFRICA AND OF SOUTH WEST AFRICA

The State President has been pleased in terms of section 3 of the Railways and Harbours Control and Management (Consolidation) Act, 1957 (Act 70 of 1957), to approve of the substitution for regulation 168 of the Regulations for the Harbours of the Republic of South Africa and of South West Africa published under Government Notice R. 290 of 2 March 1962, of the following regulation:

HANDLING OF FLAMMABLE LIQUIDS

PART A.—BULK

168. In addition to any other regulations which may be applicable the following provisions shall apply at the harbours to ships conveying or discharging flammable liquids in bulk or during bunkering operations:

(1) For the purpose of this Part of this regulation—

(i) "cargo deck" shall mean the deck of the tanker on which openings to oil tanks are situated;

(ii) "certified chemist" shall mean a holder of a B.Sc. degree in chemistry or the National Diploma for Technicians (Analytical Chemistry) who, in either case, shall have had at least two years' laboratory experience and specialised training in the testing of atmospheres in ships;

(iii) "vlamskerm" 'n skerm van koper- of geelkoper-gaasdraad en met 'n nominale openinggrootte van hoogstens 0,5;

(iv) "vlambare vloeistof" 'n vloeistof of 'n mengsel van vloeistowwe of 'n vloeistof wat vaste stowwe in oplossing of in suspensie bevat (behalwe stowwe wat anders geklassifiseer is vanweë hulle gevaarlike eienskappe) met 'n flitspunt van hoogstens 61 °C en 'n absolute Reid dampdruk van hoogstens 100 kPa by 38 °C;

(v) "vlambare vloeistof in massa" enige vlambare vloeistof wat anders as in houeers vervoer word;

(vi) "flitspunt" die laagste temperatuur van die vloeistof waarby sy damp 'n vlambare mengsel met lug by 100 kPa vorm wanneer dit volgens die toebakkiemetode getoets word;

(vii) "gasvrysertifikaat" 'n sertifikaat uitgereik deur 'n gesertifiseerde skeikundige, waarin hy sertifiseer dat hy 'n toereikende en geskikte toets uitgevoer het ten opsigte van enige tenk, pypleiding, afdeling of ruimte, of ander deel van 'n skip waarin olie of ander vlambare vloeistof of vrag vervoer is en dat—

(a) die gasinhoud van die atmosfeer 0,1 persent of minder is per volume bereken as pentaan; en

(b) die residu volgens die mening van die ontleder wat die sertifikaat uitreik, nie gevaarlike gasse onder atmosferiese toestande of in die aanwesigheid van vuur kan voortbring nie;

(viii) "olietenk" enige ruim, tenk, afdeling, pypleiding (hetsy op land of drywend) of ruimte van enige skip, wat enige vlambare vloeistof in massa, of enige slik, neerslag of residu daarvan bevat of bevat het;

(ix) "eienaar" die kaptein van die tenkskip of die eienaar van die vlambare vloeistof, na gelang van die geval;

(x) "verbode gebied" enige gebied in die omgewing van 'n tenkskip, wat as verbode gebied afgegrens is deur middel van 'n heining, versperring of kennisgewingsborde, en sluit alle wateroppervlakte binne 30 m van die tenkskip in;

(xi) "tenkskip" 'n skip wat vlambare vloeistof in massa vervoer of vervoer het en waarvoor daar nie 'n geldige gasvrysertifikaat vir die hele vragruimte (bunkerolietenks uitgesonder) gehou word nie;

(xii) "dampdruk" die dampdruk by 38 °C soos bepaal volgens die Reidmetode;

(xiii) "oop dekke" alle dekke wat aan die weer blootgestel is, met inbegrip van die vragdek, brug, voorkasteel en bodekke.

(2) Elke tenkskip moet 'n geldige opnemersertifikaat hê wat deur 'n staat of erkende klassifikasievereniging uitgereik is, om vlambare vloeistowwe met 'n flitspunt van hoogstens 61 °C te mag vervoer. Die Administrasie kan weier om 'n skip wat nie so 'n sertifikaat het nie, toe te laat om vlambare vloeistowwe in enige hawe in die Republiek of Suidwes-Afrika te hanteer.

(3) Die agent van 'n skip wat enige vlambare vloeistof in massa of in houeers aan boord het, moet minstens 72-uur (Sondae en openbare vakansiedae uitgesonderd voordat die skip by 'n hawe in die Republiek of Suidwes-Afrika aankom, skriftelik besonderhede van sodanige vlambare vloeistof, met inbegrip van hoeveelhede, flitspunt en (waar van toepassing) dampdruk, asook die maksimum diepgang van die skip by aankoms, aan die hawekaptein en die hawebestuurder verstrek. In die geval van 'n skip wat vlambare vloeistowwe in massa na enige ander hawe op dieselfde vaart vervoer het, moet die kaptein van die skip die hawekaptein by aankoms verwittig of die betrokke leë/of ballasge vulde tenk(s) vry van gas is. Die bepalinge van hierdie paragraaf is *mutatis mutandis* van

(iii) "flame screen" shall mean a screen constructed of copper or brass wire and having a nominal aperture size not exceeding 0,5 mm;

(iv) "flammable liquid" shall mean a liquid, or a mixture of liquids, or a liquid containing solids in solution or suspension (except substances otherwise classified on account of their dangerous characteristics) having a flash point not exceeding 61 °C and a Reid vapour pressure not exceeding 100 kPa absolute at 38 °C;

(v) "flammable liquid in bulk" shall mean any flammable liquid conveyed otherwise than in containers;

(vi) "flash point" shall mean the lowest temperature of the liquid at which its vapour forms an ignitable mixture with air at 100 kPa under the closed-cup conditions of testing;

(vii) "gas-free certificate" shall mean a certificate given by a certified chemist, in respect of any tank, pipeline, compartment or space, or other part of a ship which has been carrying oil or other flammable liquid or cargo, certifying that he has carried out a test in an adequate and suitable manner, and that—

(a) the gas content of the atmosphere is 0,1 per cent or less by volume calculated as pentane; and

(b) the residues, in the judgment of the certifying analyst, are not capable of producing dangerous gases under atmospheric conditions or in the presence of fire;

(viii) "oil tank" shall mean any hold, tank, compartment, pipeline (whether ashore or afloat), or space of any ship, which contains or has contained any flammable liquid in bulk, or any sludge, deposit or residue therefrom;

(ix) "owner" shall mean the master of the tanker or the owner of the flammable liquid, as the case may require;

(x) "prohibited area" shall mean any area adjacent to a tanker demarcated as a prohibited area by means of a fence or barricade or notice boards, and shall include all the water surfaces within 30 metres of the tanker;

(xi) "tanker" shall mean a ship which is conveying or has conveyed flammable liquid in bulk and which is not in possession of a current gas-free certificate in respect of its entire cargo space (excluding bunker oil tanks);

(xii) "vapour pressure" shall mean the vapour pressure at 38 °C as determined by the Reid method;

(xiii) "weather decks" shall mean all decks exposed to the weather, including the cargo deck, bridge, fore-castle and upper decks.

(2) Every tanker must be in possession of a valid survey certificate issued by a Government, or by a recognised classification society, for the carriage of any flammable liquid with a flash point not exceeding 61 °C. The Administration may refuse to allow any ship which is not in possession of such a certificate to handle flammable liquid in any harbour in the Republic or South West Africa.

(3) The agent of a ship having on board any flammable liquid in bulk or in containers shall at least 72 hours (excluding Sundays and public holidays) before arrival of the ship at a harbour within the Republic or South West Africa, give written particulars of such flammable liquid, including quantities, flashpoint and (where applicable) vapour pressure, as well as the maximum arrival draught of the ship, to the port captain and to the port manager. In the case of a ship which has conveyed flammable liquids in bulk, to any other harbour on the same voyage, the master of the vessel shall advise the port captain on arrival whether the empty and/or ballasted tank(s) concerned is or are gas free. The provisions of this

toepassing op tenkskepe wat onderweg vir bunkerwerk, herstelwerk of enige ander doel aandoen.

(4) Onderwyl sodanige skip binne die grense van die hawe is, moet die kaptein van die skip bedags 'n rooi swaelstert-vlag (internasionale kodevlag "B") of anders 'n rooi vierkantige vlag met 'n wit sirkel in die middel duidelik vertoon. Snags moet hy, benewens die seevaartligte wat volgens die betrokke reëls of regulasies vereis word, 'n rooi lig minstens 6 m bokant die dek aan die mastop, of op 'n ander plek waar dit duidelik sigbaar is, vertoon.

(5) (a) Voordat 'n tenkskip 'n hawe binnevaar, moet al sy olietenks stewig en veilig toegemaak word, en al sodanige tenks moet veilig en stewig toegemaak bly onderwyl die skip in die hawe is, behalwe waar daar anders in hierdie regulasie bepaal word, of waar daar vasgestel is dat die tenk(s) vry van gas is. [Kyk subparagraaf (26) van hierdie regulasie.]

(b) Uitsitruimteproppe kan verwyder en kykpoorte oopgemaak word sodat die diepte van die vloeistof, uitsitruimtes of temperatuur gemeet of monsters geneem kan word. Waar dit nodig is, kan hierdie proppe verwyder en die poorte oopgemaak word vir waarneming onderwyl vrag gehanteer of ballas ingeneem word. Sulke openings moet stewig toegemaak word onmiddellik nadat die bogenoemde oogmerk gedien is. Die uitsitruimteproppe en kykpoorte van die besondere olietenks waaruit vrag gelos word, kan egter oopgelaat word mits hulle behoorlik met vlamskerms beskerm word. Wanneer vrag gelaai of ballas ingeneem word, moet gas wat verplaas word, sover moontlik deur die mas uitgelaat word, of waar die uiterste eindpunt van die gasleiding ook al geleë is.

(6) (a) Niemand mag oop ligte, lonte, vuurhoutjies of enigiets anders wat ontbranding kan veroorsaak, binne 'n verbode gebied gebruik of dra nie.

(b) Die kaptein moet toereikende stappe doen om te verseker dat niemand onder sy beheer aan boord van 'n tenkskip rook onderwyl vrag ingeskep of ballas ingeneem word nie, of op die oop dekke rook onderwyl 'n tenkskip in die hawe is nie, en dat niemand op 'n tenkskip oop ligte, lonte, vuurhoutjies of enigiets anders wat ontbranding kan veroorsaak, gebruik of dra nie, behalwe by sodanige plekke waar rook kragtens hierdie regulasie gemagtig is. [Kyk paragraaf 15 (b) van hierdie regulasie.] Die hawebestuurder of sy gemagtigde moet insgelyks toesien dat die bepalings van hierdie regulasie ten alle tye binne die verbode gebied nagekom word.

(7) Die kaptein is aanspreeklik vir die koste van sodanige brandpatrollies, veiligheidsmaatreëls en toesig wat ingevolge hierdie regulasie of op bevel van die hawekaptein of hawebestuurder, of albei, voorsien, getref of uitgeoefen moet word.

(8) (a) Onderwyl 'n tenkskip in 'n hawe is, moet die kaptein seker maak dat 'n bevoegde offisier op die dek en in die masjienkamer waghou.

(b) Die kaptein van elke tenkskip in 'n hawe moet, voordat daar met die pompwerk begin word, 'n telefoon wat regstreeks met die hoofsentrale verbind is op sy skip laat installeer sodat daar in geval van nood onmiddellik met die hawekaptein, die hawebestuurder of die munisipale brandweer in aanraking gekom kan word.

(9) Wanneer die hawekaptein dit nodig of wenslik ag, kan hy beveel dat 'n tenkskip met vlambare vloeistowwe aan boord weggeneem word van die plek waar dit aanlê, en die kaptein is aanspreeklik vir die koste wat in verband daarmee behoort word.

(10) Vlambare vloeistowwe in massa moet net op die plekke gehanteer word wat spesiaal vir dié doel by die verskeie hawens voorsien is, soos aangewys deur die hawebestuurder na oorlegpleging met die hawekaptein, en dan slegs nadat sy toestemming verkry is.

paragraph shall *mutatis mutandis* apply to tankers in transit calling for bunkers, repairs or any other purpose.

(4) The master of every such ship shall, while the ship is within the limits of the harbour, conspicuously display by day a red burgee (International code flag "B"), or, alternatively a red square flag with a white circle in the centre, and by night a red light at the masthead or at some other point where it can best be seen, but not less than 6 m above the deck, in addition to any navigation lights required in terms of the applicable rules or regulations.

(5) (a) Before any tanker shall enter a harbour, all her oil tanks shall be securely and safely closed, and all such oil tanks shall remain safely and securely closed during such time as the ship is in the harbour except where otherwise provided in this regulation, or where it has been established that the tank(s) is are gas free. [See subparagraph (26) of this regulation.]

(b) Ullage hole plugs may be removed or sighting ports opened for the purpose of taking dips, ullages, samples or temperatures, and where necessary for sighting during cargo handling or ballasting. Such openings shall be securely closed immediately the above-mentioned purpose has been served, except that the ullage hole plugs or sighting ports of the particular oil tanks from which cargo is being discharged, may be left open provided they are adequately protected by flame screens. During loading or ballasting operations the gases displaced shall as far as possible be vented up the mast or wherever the extremity of the gasline is placed.

(6) (a) No person shall use or carry naked lights, fuses, matches or any other means of producing ignition within a prohibited area.

(b) The master shall take adequate steps to prevent any person under his control from smoking on board a tanker whilst loading or ballasting or from smoking on the weather decks whilst a tanker is in the harbour, and to prevent the use or carrying of naked lights, fuses, matches, or any other means of producing ignition by any person on a tanker except in those places set aside for smoking under this regulation. [See paragraph 15 (b) of this regulation.] The port manager or his deputy shall similarly ensure that the provisions of this regulation are observed within the prohibited area at all times.

(7) The master shall be responsible for the cost of such fire patrols, safety measures and supervision as may be provided, taken or exercised pursuant to these regulations or by direction of the port captain or the port manager or both.

(8) (a) The master of every tanker shall ensure that, whilst in a harbour, he has a competent watchkeeping officer on duty on deck and in the engine room.

(b) The master of every tanker in a harbour shall, prior to the commencement of pumping, cause a telephone connected direct to the central exchange to be provided on his ship so as to permit of immediate communication with the port captain, the port manager or the municipal fire brigade in the event of an emergency.

(9) Whenever the port captain considers it necessary or desirable to do so, he may order the removal of a tanker with flammable liquids on board, from the berth at which she is lying, and the master shall be responsible for the charges incurred in connection with such removal.

(10) Flammable liquids in bulk shall be handled only at the places specially provided for that purpose at the several harbours, as directed by the port manager after consultation with the port captain, and only after his permission has been obtained.

(11) Elke olietank moet stewig toegemaak word sodra alle vlambare vloeistowwe daaruit verwyder is. [Kyk paragraaf (26) van hierdie regulasie.]

(12) Geen vlambare vloeistof hoegenaamd, of water wat met olie of vlambare vloeistof besoedel is, mag in 'n hawe gelos word of toegelaat word om daarin uit te loop nie. As vlambare vloeistof of besoedelde water uit 'n tenkskip, pypleiding, opslaguimte of ander inrigting in 'n hawe uitgete word of toegelaat word om daarin uit te loop, is die eienaar aanspreeklik vir alle koste wat die Administrasie mag aangaan om sodanige olie of water te verwyder.

(13) Geen vlambare vloeistof mag tussen sonder en sonop sonder die skriftelike toestemming van die hawekaptein ontskep word nie.

(14) (a) Nadat 'n aanvang gemaak is met die ontskeping van vlambare vloeistowwe, moet sodanige ontskeping met die nodige spoed voortgesit word. As die vlambare vloeistowwe nie voor sonder op een dag klaar ontskep kan word nie, en die toestemming ingevolge paragraaf (13) van hierdie deel nie verkry is om na sonder te ontskep nie, moet alle olietanks stewig toegemaak word sodra die ontskeping gestaak word, en alle voorsorgmaatreëls wat nodig sou gewees het as die ontskeping nie 'n aanvang geneem het nie, moet daarna in werking gestel word.

(b) As daar gedurende die ontskeping na sonder iets gebeur as gevolg waarvan herstelwerk aan die uitrusting, pype of verbindinge gedoen moet word of die ononderbroke ontskeping van die vlambare vloeistowwe op enige wyse gesteur word, moet die ontskeping tot na sonop gestaak word, tensy verligting gelykstaande met 'n minimum van 55 lux tot bevrediging van die hawekaptein voorsien word.

(15) Vanaf die tyd dat die olietanks van enige tenkskip vir die eerste keer oopgemaak word om vlambare vloeistowwe te hanteer wanneer vrag ontskep, ingeskep of binne die skip verskuif word of wanneer ballas ingeneem word, en vir een uur nadat al die tanks stewig toegemaak en verseël is na voltooiing van die bogenoemde werk, sal die volgende bepalinge van toepassing wees:

(a) As die skip toegerus is met 'n mastopontluggyp of ander gasleidingsontluggyp moet die luggat oop wees.

(b) Daar mag nie gerook word nie behalwe in die woongedeeltes en dan slegs na goeddunke en op verantwoordelike van die kaptein.

(c) Skepskombruse mag gebruik word, maar dan mag daar nie vonke uit die skoorsteen of ander uitlaat ontsnap nie.

(d) Die skip se elektriese installasies mag nie gebruik word nie, tensy dit ten volle aan die vereistes van 'n klassifikasievereniging voldoen.

(e) Niemand aan boord van die skip mag vuurhoutjies of 'n sigaretaansteker by hom hê op 'n ander plek as dié waar rook kragtens subparagraaf (b) van hierdie paragraaf gemagtig is nie.

(16) (a) Skeepsvoorraad en -uitrusting moet klaar gehanteer word voordat 'n olietank op 'n tenkskip oopgemaak word vir enige doel hoegenaamd: met dien verstande dat voorraad vir gebruik op die seereis gelaai kan word onderwyl die vrag gehanteer word mits dit op die agterkompanjedek weg van die ontskep- en inskepspruitstukke geplaas word.

(b) Skepsvrag in pakke moet nie gehanteer word nie tensy die ontskeping van vlambare vloeistof in massa gestaak is, alle tankopenings toegemaak is en daar gesertifiseer is dat die ruim waarin of waaruit sodanige vrag gelaai moet word, vry van gas is.

(c) Wanneer verbruiksvoorraad, of skepsvrag in pakke wat in metaalhouers is, gehanteer word, moet alle voorsorgmaatreëls getref word om te voorkom dat vonke ver-

(11) Immediately after all flammable liquids have been removed from each oil-tank, such oil-tank, shall be securely closed. [See paragraph (26) of this regulation.]

(12) No flammable liquid of any description and no water which is contaminated with oil or flammable liquid, shall be discharged or allowed to escape into a harbour. If flammable liquid or contaminated water is discharged or allowed to escape into a harbour from a tanker, pipeline, bulk storage or other installation, the owner shall be liable for any costs which may be incurred by the Administration in removing such liquid or water.

(13) No flammable liquid shall be discharged between the hours of sunset and sunrise without the written permission of the port captain.

(14) (a) When once the discharge of flammable liquids has commenced, such discharge shall be continued with due diligence. Should it be impracticable to complete the discharge of the flammable liquids before sunset on any day, and permission to discharge after sunset has not been obtained in terms of paragraph (13) of this Part, all oil tanks shall be securely closed immediately the discharge is discontinued and all the precautionary measures that would have had to be taken if discharge had not commenced, shall thereupon be put into effect.

(b) If, during discharge after sunset anything occurs which necessitates the carrying out of repairs to the plant, pipes or connections, or which interferes in any way with the uninterrupted discharge of the flammable liquids, discharge shall be discontinued until after sunrise, unless lighting equal to a minimum of 55 lux is provided to the satisfaction of the port captain.

(15) From the time when the oil tanks of any tanker are first opened for the purpose of handling flammable liquids in the process of discharging, loading, ballasting or transfer of cargo within the ship, and during one hour after all the tanks are securely closed and sealed after completion of the above-mentioned operations, the following provisions shall apply:

(a) If the ship is fitted with masthead venting or other gasline venting, the vent shall be open.

(b) Smoking shall not be permitted except in the accommodation and then only at the discretion and on the responsibility of the master.

(c) Galleys may be used, but if they are used, no sparks shall be permitted to escape from the funnel or other outlet.

(d) Ship's electrical installations shall not be used unless they comply fully with classification society's rules.

(e) No person on board the ship shall be in possession of matches or a cigarette lighter in any place other than one where smoking is permitted in accordance with subparagraph (b) of this paragraph.

(16) (a) The handling of ship's stores and equipment shall be completed before any oil tank on the tanker is opened for any purpose whatsoever; provided that consumable stores for consumption on the voyage may be loaded during cargo handling operations on condition that they are placed aboard on the after deck away from the discharge and loading manifolds.

(b) The handling of package cargo shall not be permitted unless bulk discharging operations of flammable liquids have been suspended, all tank openings closed and a gas-free certificate issued in respect of the hold from which such cargo is to be removed or into which it is to be loaded.

(c) When consumable stores or package cargo contained in metal containers are being handled, every precaution

oorsaak word deur sodanige houers aan boord op seile of ander isoleermateriaal te plaas.

(17) Geen werk hoegenaamd wat 'n brand kan veroorsaak mag op 'n tenkskip of binne die verbode gebied verrig word nie, behalwe met die skriftelike toestemming van die hawekaptein.

(18) (1) Alle buigsame slange wat vir die hanteer van skeepsvrag en vir bunkerwerk, behalwe soos in subparagraaf (29) (c) bepaal, gebruik word, moet van die elektriese geleitipe wees en alle metaalpantsering moet deurlopend en behoorlik aan die flense van elke gedeelte verbind wees.

Hierdie buigsame slange moet aangebring word soos in paragraaf (29) hiervan aangedui is. Die buigsame slange moet soos volg getoets word:

(a) Voordat nuwe buigsame slange in gebruik gestel word, moet 'n toets vir maksimum werkdruk daarmee uitgevoer word. Die presiese lengte van die slang moet voor, gedurende en na die toets gemeet en enige blywende en tydelike uitrekking daarvan aangeteken word. Onderwyl die slange in gebruik is, moet die lengte daarvan van tyd tot tyd gemeet word om te verseker dat die blywende uitrekking nie meer as 7 persent van die oorspronklike lengte is nie, en geen slang waarvan die blywende uitrekking meer as 7 persent is, moet in gebruik gehou word nie.

(b) As die Administrasie dit wenslik ag, kan hy vereis dat 'n slang 'n halfuur lank getoets word teen 'n druk wat 25 persent groter is as die normale werkdruk, of 8,5 bar, watter ook al die grootste is.

(c) Wanneer die eerste keer aangebring, en gereeld daarna, moet die slange deur die gebruiker getoets word om seker te maak dat hulle van die elektriese geleitipe is. Die Administrasie kan, te eniger tyd, vereis dat elektriese kontinuïteitstoets onderneem word om vas te stel dat die buigsame slange elektries geleit.

(2) Voldoende buigsame slange moet gebruik word om voorsiening te maak vir die moontlike beweging van die skip onderwyl dit gemeer is. Alle verbindings moet deeglik gemaak word en dig wees, met oliedigte pakstukke en minstens drie boutte by elke verbinding. As 'n gedeelte van 'n slang tekens van bulle of deursypeling toon, moet daardie gedeelte onmiddellik vervang word; die skeepsvrag slang moet gestut word met 'n laaiboom en tot bokant die dek of kaaihoogte gelig word met behulp van wie of ander geskikte middels, en alle voorsorgmaatreëls moet getref word om skawing te voorkom; drukkakke moet waar doenlik onder elke voeg geplaas word, en die slange en drukkakke moet gedurig onder toesig wees onderwyl die pompwerk aan die gang is.

(19) 'n Tenkskip moet nie nader as 30 meter aan 'n ander skip lê nie, behalwe op die uitdruklike bevel van die hawekaptein; met dien verstande dat daar op skriftelike magtiging van die hawekaptein in die geval van oorskeping afgewyk mag word van die bepaling van hierdie paragraaf as dit nie moontlik is om verskillende aanlêplekke aan die tenkskepe toe te wys nie.

(20) (a) (i) 'n Skip wat vlambare vloeistowwe vervoer of vervoer het, mag nie 'n droogdok binnegaan en daar mag ook geen groot herstelwerk aan so 'n skip gedoen word onderwyl dit in 'n hawe is nie, tensy 'n gasvrysertifikaat ten opsigte van die skip uitgereik is, en dan slegs nadat toestemming van die hawekaptein verkry is en onderworpe aan sodanige voorwaardes as wat hy mag voorskryf.

(ii) Die hawekaptein kan beveel dat 'n nuwe gasvrysertifikaat wat deur 'n gesertifiseerde skeikundige uitgereik is, daagliks verkry word voordat die werk 'n aanvang neem, en as daar in die loop van die werk gevaar ontstaan dat

shall be taken to prevent the creation of sparks by landing such containers on board ship on canvas or other insulating material.

(17) No work of any description that may cause a fire shall be performed on a tanker or within the prohibited area except with the written permission of the port captain.

(18) (1) All flexible hoses used in cargo handling and bunkering operations, except as provided for in subparagraph (29) (c), shall be of the electrically conducting type and shall have all metallic armouring continuous and securely bonded to the flanges of each section. These flexible hoses shall be installed as indicated in paragraph (29) hereof. The flexible hoses shall be tested as follows:

(a) New flexible hose, before being placed into use, shall be subjected to a maximum working pressure test, and the exact length of the hose before, during and after the test shall be measured and any set or stretch thereof recorded. Whilst in service the length of the hoses shall be checked from time to time to ensure that the permanent set does not exceed 7 per cent of the original lengths, and no hose of which the permanent set exceeds this limit shall be retained in use.

(b) The Administration may, whenever it considers it desirable, require any flexible hose to be subjected to a test of half-hour duration at a pressure 25 per cent in excess of the normal working pressure or 8,5 bar, whichever is the greater.

(c) On first installation, and regularly thereafter, the hoses shall be tested by the user to ensure that they are of the electrically conducting type. The Administration may, at any time, require that electrical continuity tests be undertaken to confirm that the flexible hoses are electrically conducting.

(2) Sufficient flexible hose shall be used to provide for all possible movement of the ship whilst moored. All connections shall be properly and tightly made, with oil-tight gaskets and a minimum of three bolts per connection; in the event of any section of flexible hose showing signs of bulging or of percolation, the section in question shall be replaced immediately; the cargo hose shall be supported by a derrick and raised above deck or wharf level by means of shocks or other suitable means with all due provision made to prevent chafing; drip pans shall be placed under each joint where practicable, and the flexible hose and drip pans shall be kept under constant supervision at all times while pumping is in progress.

(19) A tanker shall not lie within 30 metres of any other ship except by express direction of the port captain; provided that in the case of transshipment this paragraph may be departed from on the written authority of the port captain if it is impracticable to place the tankers at separate berths.

(20) (a) (i) A ship which is conveying or has conveyed flammable liquids shall not enter a dry-dock nor shall any major repairs be carried out on such a ship while it is in a harbour unless a gas-free certificate for the ship has been issued, and then only after permission has been obtained from the port captain and under such conditions as he may prescribe.

(ii) The port captain may direct that a fresh gas-free certificate issued by a certified chemist shall be obtained daily before work is commenced, and if during the course of the work any risk of flammable vapour arises, work shall be suspended until a further gas-free certificate

daar vlambare damp aanwesig kan wees, moet die werk gestaak word totdat nog 'n gasvrysertifikaat verkry is.

(iii) Die hawekaptein kan daarop aandrang dat 'n gasvrysertifikaat getoon word in alle omstandighede waar hy dit nodig ag.

(b) Klein herstelwerk kan na goeëdunke van die hawekaptein aan boord van 'n tenkskip gedoen word, onderworpe aan die volgende voorwaardes:

(i) 'n Gasvrysertifikaat moet daaglik verkry word ten opsigte van die betrokke tenk, afdeling of ruim en vir elke aangrensende tenk, afdeling of ruim.

(ii) 'n Kennisgewingbord wat die toestand van 'n tenk aantoon, d.i. "Gevaarlik" of "Vry van Gas", na gelang van die geval, moet op 'n in-die-oog-lopende plek op elke tenkluk op die vragdek vertoon word. Soortgelyke kennisgewingborde moet by die ingang van alle betrokke ruime of afdelings vertoon word. Sulke kennisgewingborde moet nie kleiner as 61 cm by 38 cm wees nie en die grootte van elke letter moet minstens 15 cm by 8 cm wees. Kennisgewingborde "Gevaarlik" moet 'n rooi agtergrond hê met wit letters daarop en kennisgewingborde "Vry van Gas" 'n wit agtergrond met swart letters daarop.

(iii) Indien die hawekaptein dit beveel, moet enige elektriese uitrusting wat vir herstelwerk nodig is, deur 'n tegniese beampde van die Administrasie ondersoek en goedgekeur word voordat dit gebruik word.

(iv) Niks wat in die voorgaande bepalings van hierdie paragraaf vervat is, moet beskou word dat dit die uitvoering van herstelwerk in die masjienkamer belet nie, mits die hawekaptein se toestemming vooraf verkry is.

(c) 'n Tenkskip mag in 'n hawe buite werking gestel word sodat herstelwerk onderneem kan word mits die skriftelike toestemming van die hawekaptein vooraf verkry is. Elke versoek vir buitewerkingstelling moet vergesels wees van 'n "Sertifikaat van Noodsaaklikheid", uitgereik deur 'n erkende opnemer, waarin die rede(s) vir en die moontlike duur van die buitewerkingstelling kortliks uiteengesit is, tesame met 'n gasvrysertifikaat ten opsigte van die masjienkamer. Indien die skip nie vry van gas is nie, sal die buitewerkingstelling slegs toegelaat word na goeëdunke van die hawekaptein en wel by 'n aanlêplek buite die veiligheidsgebied deur hom aangewys, en dan slegs voordat die vrag ontskep word of na voltooiing van die ontskeping en/of die inneem van ballas, mits alle openinge behalwe die gasleidingsontluggyp toe is.

(21) Tot tyd en wyl daar gesertifiseer is dat 'n tenk, afdeling of ruim vry van gas is, mag niemand—

(a) 'n oop lig, vuur, verhitte klinknael of enigiets wat ontbranding kan veroorsaak in 'n olietenk, afdeling of ruim neem nie, of enige voornoemde voorwerp of ding so naby aan 'n olietenk, afdeling of ruim bring dat dit gevaarlik kan wees nie;

(b) sodanige tenk, afdeling of ruim binnegaan nie, tensy hy toegerus is met 'n geskikte asemtoestel bestaande uit 'n helm of gesigstuk met die nodige verbindings waardeur hy buitelug kan inneem, of met 'n goedgekeurde selfonderhoudende asemtoestel, en tensy hy 'n veiligheids gordel aan het wat aan 'n reddingstou vas is; die reddingstou moet op dekhoogte deur twee man opgepas word.

(22) Geen handlamp, behalwe 'n selfonderhoudende batterylamp van die soort wat goedgekeur is deur 'n bevoegde erkende toetsgesag vir gebruik in ontplofbare petroleumdampkringe, of 'n gaskliklamp wat insgelyk goedgekeur is, mag binne enige verbode gebied of op 'n

has been obtained.

(iii) The port captain may insist upon the production of a gas-free certificate in any circumstances in which he deems such a certificate to be necessary.

(b) Minor repairs may be carried out on board a tanker at the discretion of the port captain, subject to the following conditions:

(i) A gas-free certificate shall be obtained daily in respect of the tank, compartment or hold concerned and for each adjoining tank, compartment or hold.

(ii) A notice board shall be prominently displayed on each tank hatch on the cargo deck indicating the condition of that tank, i.e. "Danger" or "Gas Free" as the case may be. Similar notice boards shall be displayed at the entrance to any hold or compartment affected. Such notice boards shall not be of smaller dimensions than 61 cm by 38 cm and the size of each letter shall not be less than 15 cm by 8 cm. "Danger" notice boards shall have white letters on a red background and "Gas Free" notice boards shall have black letters on a white background.

(iii) If the port captain so directs, any electrical equipment required to carry out repairs shall be examined and approved by a technical officer of the Administration before it is used.

(iv) Nothing in the foregoing provisions of this paragraph contained shall be deemed to prohibit the carrying out of repairs in the engine room, subject to the prior approval of the port captain.

(c) With the prior approval in writing of the port captain, a tanker may be immobilised in a harbour in order to enable repairs to be effected. Every request for immobilisation shall be accompanied by a "Certificate of Essentiality", issued by a recognised surveyor, stating briefly the reason(s) for and probable duration of the immobilisation, together with a gas-free certificate in respect of the engine room. If the ship is not gas free, immobilisation will be permitted only at the discretion of the port captain and at a berth outside the security area allocated by him, and then only before breaking cargo or after completion of discharging and or ballasting, provided all openings except the gasline vent are closed.

(21) Until any tank, compartment or hold has been certified gas free, no person shall—

(a) take into any oil tank, compartment or hold, any naked light, fire, hot rivet or anything that could cause ignition, or bring any such object or thing as aforementioned within such close proximity to any such oil tank, compartment or hold as to constitute a hazard;

(b) enter such tank, compartment or hold unless he is provided with a suitable breathing apparatus consisting of a helmet or facepiece with necessary connections by means of which he can breathe outside air, or with an approved self-contained breathing apparatus and unless he is wearing a safety belt connected to a life line, which life line shall be tended at deck level by two men.

(22) No portable lamp other than a self-contained battery-fed lamp of a type approved by a competent recognised Testing Authority for use in explosive petroleum atmospheres or a gas-detecting lamp similarly approved, shall be used within any prohibited area or on a cargo

vragdek of in enige olietenk, ruim of afdeling naasaan en onderkant die bopunt van die olietenks in enige tenkskip gebruik word nie.

(23) Stewels of skoene wat met yster beslaan of versterk is, moet nie gedra word in 'n verbode gebied of op yster- of staaloppervlaktes aan boord van 'n skip wat vlambare vrag vervoer nie.

(24) 'n Persoon mag 'n verbode gebied by 'n tenkskip-aanlêplek binnegaan, daarin vertoef of dit verlaat slegs as hy 'n permit toon wat deur die Administrasie uitgereik is en mits die Administrasie se uniformpersoneel op diens dit goedvind.

(25) Wanneer vrag gehanteer of ballas aan boord geneem word, moet alle vragdekdeure en patryspoorte asook alle bodekdeure teenoor die vragdek toegelê word, en hierdie deure mag slegs oopgemaak word om in of uit te gaan as die skeepswerk dit noodsaaklik maak.

(26) (a) 'n Tenkskip mag gas in 'n hawe vrylaat mits die hawekaptein se toestemming skriftelik vooraf verkry is en onderworpe aan sodanige voorwaardes as wat hy mag bepaal. Elke aansoek aan die hawekaptein vir toestemming om gas in 'n hawe vry te laat, moet vergesel wees van 'n verklaring, onderteken deur die kaptein van die skip, dat geskikte en doeltreffende meganiese uitrusting vir die vrylating van gas aan boord die skip is. Indien druk in enige tenk opgebou word deur middel van druklug of 'n ander metode voordat gas vrygelaat word, moet die kaptein daarbenewens sertifiseer dat al die gasleidingsontlugkleppe in 'n werkende toestand is.

(b) Die deksel(s) van enige tenk(s) mag oopgemaak word slegs nadat daar vasgestel is dat sodanige tenk(s) vry van gas is.

(c) In gevalle waar die vrylating van gas toegelaat word voor inskeping, moet alle tenks stewig toegemaak word voordat die inskeping 'n aanvang neem.

(27) Die hoofmasjiene of hoofmotore, na gelang van die geval, stuurmasjiene of dekmasjiene of dekmasjinerie van 'n tenkskip mag net met die toestemming van die hawekaptein buite werking gestel word.

(28) Die meertuig van 'n tenkskip moet geskik wees om in 'n noodgeval dadelik deurgesny of geglip te word sowel van die skip as van die land af. Draadsleepskinkels moet aan beting vasgemaak en deur die boeg- en agterstewe aan die seekant, gerieflik vir sleepbote, gevoer word, en hierdie drade moet ten alle tye opgetakel wees onderwyl 'n tenkskip in 'n hawe is.

(29) Ten einde teen die gevare van elektriese swerstrome gedurende vraghantering en bunkerwerk te waak, moet op 'n doeltreffende wyse te werk gegaan word om die vloei van sulke strome in ontskeppyppeidings te voorkom deur een van die volgende drie vorms van isolering toe te pas:

(a) Twee geïsoleerde lasse in elke aaneenlopende stuk vaste pypwerk. Dié lasse moet minstens twee meter van mekaar wees.

(b) Een geïsoleerde las in elke aaneenlopende stuk pypwerk. Dié (enkele) geïsoleerde las moet voldoende beskerm wees en aan die buitekant vir 'n lengte van minstens twee meter geïsoleer wees om onopsetlike oorbrugging van die las se flense deur metaalkontak te voorkom.

(c) 'n Enkele stuk elektriese buigsame nie-geleislang van minstens twee meter in lengte en sonder enige tussenmetaalfense, moet in die buigsame slang van die skip na die wal ingevoeg word. Dié gedeelte van die nie-geleislang moet dikwels deur die gebruiker getoets word om die isoleereienskappe daarvan te bewys. Dit moet wit geverf word en nougeset so gehou word om verwarring met die elektriese

deck or in any oil tank, hold or compartment immediately adjacent to and below the top of the tanks in any tanker.

(23) Boots or shoes shod or strengthened with iron shall not be worn in the prohibited area or on iron or steel surfaces on board a vessel carrying flammable cargo.

(24) The right of any person to enter, remain in, or leave a prohibited area at a tanker berth shall be subject to the production of a permit issued by the Administration, and in the discretion of the Administration's uniformed personnel on duty.

(25) When cargo is being handled or ballast taken on board, all cargo deck doors and ports as well as all upper-deck doors facing the cargo deck shall be kept closed, and such doors may only be opened for purpose of entry and exit where this is essential to the working of the ship.

(26) (a) With the prior permission in writing of the port captain and subject to such conditions as he may impose, a tanker may discharge gas in a harbour. Any application to the port captain for permission to discharge gas in a harbour must be accompanied by a statement signed by the master of the vessel to the effect that suitable and efficient mechanical equipment for discharging gas is on board the vessel. Furthermore, when pressure is built up in any tank by compressed air or other means prior to discharging gas, the master shall certify that all gasline vent valves are in working order.

(b) The lid(s) of any tank(s) may be opened only after it has been established that such tank(s) is/are gas-free.

(c) In instances where discharging gas is permitted prior to back loading, all tanks must be securely closed before back loading is commenced.

(27) Except with the port captain's permission, the main engines, steering engine or deck machinery of a tanker shall not be immobilised.

(28) All moorings of a tanker shall be capable of being readily cut or slipped in an emergency from both ship and shore. Wire towing pendants shall be made fast to bitts and ranged out through bow and stern on a tanker's offshore side, convenient to tugs, and these wires shall be rigged at all times while a tanker is in a harbour.

(29) To guard against the dangers of stray electric currents during cargo handling and bunkering operations, an effective means of preventing the flow of such currents in discharge pipelines shall be provided by means of one of the following three forms of insulation:

(a) Two insulated joints in each continuous length of fixed pipework. These insulated joints shall be separated by not less than two metres of pipe.

(b) One insulated joint in each continuous length of pipework. This (single) insulation joint shall be adequately protected and insulated externally for a length of not less than two metres, to prevent inadvertent metallic contact across the flanges of the joint.

(c) A single length of electrically non-conducting flexible hose, not less than two metres in length and without any intermediate metallic flanges, inserted in the ship-to-shore flexible hose. This section of non-conducting hose shall be tested frequently, by the user, to confirm its insulating properties. It shall be painted white, which colour shall be maintained carefully, to avoid confusion with the electrically conducting type section of the flexible hose.

geleitepe gedeeltes van die buigsame slang te voorkom.

(30) (a) Die skip se spruitkleppe en die kuspypleiding-kleppe moet toegehou word tot tyd en wyl—

(i) 'n slangverbinding gemaak is;

(ii) die skip se vragkleppe gestel en die uitlaatkleppe nagegaan is;

(iii) alle veiligheidsmaatreëls nagekom is;

(iv) die toestemming van die hawebestuurder se verteenwoordiger verkry is om met die pompwerk te begin.

(b) Sodra die pompwerk 'n aanvang geneem het en weer wanneer die volle druk bereik is, moet die skeepsoffisier op diens seker maak dat geen olie of ballas in die see ontskep word nie.

(c) As enige vlambare vloeistof stort, afgesien van geringe druplekkasie, of as enigiets gebeur wat herstelwerk aan die inrigting, pype, pompe of verbindings noodsaak, of wat die skip of die kaai in gevaar stel, moet die hawebestuurder se verteenwoordiger onmiddellik—

(i) beveel dat die pompwerk gestaak word, in welke geval die pompwerk nie hervat moet word sonder die toestemming van die hawekaptein en die hawebestuurder nie;

(ii) die hawekaptein en die hawebestuurder in kennis stel;

(iii) verseker dat alle moontlike veiligheidsmaatreëls getref is.

(d) Die pomp van vlambare vloeistowwe en die inneem van ballas moet gestaak word op bevel van die hawebestuurder se verteenwoordiger, wat die hawekaptein in kennis moet stel van enige stappe wat ingevolge hierdie subparagraaf geneem is—

(i) wanneer sodanige bevel ingevolge enige ander bepaling van hierdie regulasie gegee word;

(ii) as die ligte op die vragdek of die kaai doodgaan;

(iii) as 'n elektriese storm nader en tot tyd en wyl alle gevaar verby is;

(iv) as daar 'n oormaat van damp in die verblyfplek, masjienkamer of pompkamer ontdek word;

(v) as 'n toestand bemerk word wat volgens die mening van die genoemde verteenwoordiger nie bevorderlik vir veilige skeepswerk is nie.

(e) Onmiddellik nadat die pompwerk in enige olietank gestaak is, moet so 'n tank stewig toegemaak word.

(31) Voordat daar begin word om die vrag te hanteer, moet die kaptein seker maak dat al die seekleppe en boord-uitlaatype in die pompkamers en kofferdamme stewig toegemaak is, behalwe die seekleppe wat oopgemaak moet word om kuspypleidings met water uit te spoel. Sulke kleppe en uitlaatype moet vasgebond bly onderwyl vrag ontskep of ingeskep word. Daarbenewens moet alle spui-gate behoorlik toegestop word. Ten einde die gevaar van storting tot die minimum te beperk, moet die druk gedurende pompwerk geleidelik vermeerder word, en alle buigsame pypverbindinge moet tydens hierdie proses noukeurig ondersoek word.

(32) Die hawekaptein moet seker maak dat die polisie en brandbestrydingspersoneel ten alle tye aanwesig is wanneer 'n tankskip gelaai met vlambare vloeistof wat 'n flitspunt het van hoogstens 61 °C of wat ballas in het maar nie vry van gas is nie, in 'n hawe vasgemeer is.

(33) Onderwyl 'n tankskip in 'n hawe aanlê, moet dit benewens die loopplank wat ingevolge regulasie 48 van hierdie regulasies vereis word, altyd van 'n bykomende loopplank voorsien wees wat so geplaas is dat dit in geval van nood die beste alternatiewe toegang verleen.

(30) (a) Ship's manifold valves and shore pipeline valves shall be kept closed until—

(i) hose connection has been made;

(ii) ship's cargo valves have been set and outlet valves checked;

(iii) all safety precautions have been complied with;

(iv) the permission of the port manager's representative to commence pumping has been obtained.

(b) As soon as pumping has commenced, and again when full pressure has been reached, the ship's officer on duty shall ensure that no oil or ballast is being discharged into the sea.

(c) Should there be any spillage of flammable liquid, apart from minor drip leakage, or should anything occur which necessitates repair to the plant, pipes, pumps or connections, or which might endanger the ship or wharf, the port manager's representative shall immediately—

(i) order pumping to be stopped in which event pumping shall not be resumed without the permission of the port captain and the port manager;

(ii) notify the port captain and the port manager;

(iii) ensure that all possible safety precautions are taken.

(d) Pumping of flammable liquids and ballasting shall cease upon the order of the port manager's representative who shall inform the port captain of any action taken in terms of this subparagraph—

(i) when such order is given in terms of any other provision of this regulation;

(ii) during the failure of lighting either on the cargo deck or on the wharf;

(iii) at the close approach of an electric storm and until all danger has passed;

(iv) in the event of any undue concentration of vapour being detected in the accommodation or the engine room or pump-room;

(v) in the event of any condition being observed which in the opinion of the said representative is not conducive to the safe working of the ship.

(e) Immediately upon cessation of pumping in any oil tank, such tank shall be securely closed.

(31) Prior to the commencement of cargo handling operations the master shall ensure that all sea valves and overboard discharges in the pump-rooms and cofferdams are securely closed, except for such sea valves as it may become necessary to open for the purpose of flushing shore lines with water, and all such valves and discharges shall remain lashed closed during discharging or loading operations. In addition, all scuppers must be effectively plugged. In order to minimise the risk of spills the pressure during pumping shall be increased gradually, and all flexible pipe joints shall be carefully examined during this period.

(32) The port captain shall ensure that police and fire-fighting personnel are in attendance at all times when a tanker loaded with flammable liquid having a flash point not exceeding 61 °C or in ballast but not gas-free is berthed in a harbour.

(33) A tanker shall at all times when berthed in a harbour be provided with a second gangway in addition to that required by regulation 48 of these regulations, so positioned as to give the best practicable alternative means of access in the event of an emergency.

(34) Vir die doel van enige bepaling in hierdie deel waarkragtens 'n gasvrysertifikaat verkry moet word, word daar nie geag dat sodanige sertifikaat uitgereik is nie tot tyd en wyl die kaptein en die hawekaptein in besit is van duplikaat-oorspronklikes wat onderteken is deur die ontleder wat dit uitreik. Elke gasvrysertifikaat moet so gou moontlik aan boord van die skip vertoon word op 'n plek waar alle betrokkenes dit maklik kan lees.

(35) Die kaptein moet die hawekaptein of die hawebe-stuurder of hulle verteenwoordigers volle geleentheid gee om vas te stel of hierdie regulasies en enige spesiale instruksies behoorlik nagekom word.

(36) Nieteenstaande enige bepaling wat in hierdie deel vervat is, kan die hawekaptein of die hawebe-stuurder wanneer hy dit in besondere omstandighede nodig of wenslik ag, opdrag gee dat bykomende veiligheidsmaatreëls wat nie elders in hierdie deel neergelê is nie, getref word in verband met enige werk of aangeleentheid met betrekking tot 'n skip wat vlambare vloeistowwe in massa vervoer of ontskep, en so 'n opdrag moet nagekom word deur die persoon aan wie dit gegee is.

DEEL B.—HOUERS

Benewens enige ander toepaslike regulasies het die volgende bepalings by die hawens betrekking op skepe wat vlambare vloeistowwe in houters in hoeveelhede van meer as 10 kiloliters per besending vervoer of ontskep.

(1) Vir die doel van hierdie deel van die regulasie beteken—

(i) "gesertifiseerde skeikundige" 'n houer van 'n B.Sc.-graad in skeikunde of die Nasionale Diploma vir Tegnici (Analitiese Skeikunde) wat, in albei gevalle, minstens twee jaar laboratoriumondervinding en gespesialiseerde opleiding in die toetsing van die atmosfeer in skepe gehad het;

(ii) "leë houer" 'n houer wat vlambare vloeistof met 'n flitspunt van hoogstens 61 °C bevat het;

(iii) "vlambare vloeistof" 'n vloeistof of 'n mengsel van vloeistowwe of 'n vloeistof wat vaste stowwe in oplossing of in suspensie bevat (behalwe stowwe wat anders geklassifiseer is vanweë hulle gevaarlike eienskappe) met 'n flitspunt van hoogstens 61 °C en 'n absolute Reid dampdruk van hoogstens 100 kPa by 38 °C;

(iv) "flitspunt" die laagste temperatuur van die vloeistof waarby sy damp 'n vlambare mengsel met lug by 100 kPa vorm wanneer dit volgens die toebakkiemetode getoets word;

(v) "gasvrysertifikaat" 'n sertifikaat uitgereik deur 'n gesertifiseerde skeikundige, waarin hy sertifiseer dat hy 'n toereikende en geskikte toets uitgevoer het ten opsigte van elke tenk, pypleiding, afdeling of ruimte, of ander deel van 'n skip waarin olie of ander vlambare vloeistof as vrug vervoer is en dat—

(a) die gasinhoud van die atmosfeer 0,1 persent of minder is per volume bereken as pentaan, en

(b) die residu volgens die mening van die ontleder wat die sertifikaat uitreik, nie gevaarlike gasse onder atmosferiese toestande of in die aanwesigheid van vuur kan voortbring nie.

(vi) "verbode gebied" daardie gebied op die kaai in die omgewing van 'n skip wat vlambare vloeistowwe in houters vervoer, ontskep of laai, wat as 'n verbode gebied afgegrens is deur middel van 'n heining, versperring, toue of kennisgewingborde, en sluit die spoorwegvoertuig in waarin of waaruit die skeepsvrug gelaai word.

(2) Gedurende laai- en ontskepwark moet die kaaigebied afgegrens word, en een of meer kennisgewingborde

(34) For the purpose of any provision of this Part which requires a gas-free certificate to be obtained, such certificate shall be deemed not to have been issued until both the master and the port captain are in possession of duplicate originals signed by the issuing analyst. Every gas-free certificate shall be posted as soon as possible in a conspicuous place on board the ship where it can easily be read by all persons concerned.

(35) The master shall afford every facility to the port captain or the port manager or their representatives to enable such officials to ascertain whether these regulations and any special instructions are duly observed.

(36) Notwithstanding any provision in this Part contained, the port captain or the port manager may, whenever he considers it necessary or desirable under particular circumstances to do so, order that any additional safety measures, not specifically provided for elsewhere in this Part, be taken with respect to any operation or matter affecting a ship conveying or discharging flammable liquids in bulk, and every such order shall be complied with by the person to whom it is addressed.

PART B.—CONTAINERS

In addition to any other regulations which may be applicable, the following provisions shall apply at the harbours to ships conveying or discharging flammable liquids in containers in quantities exceeding 10 kilolitres per shipment:

(1) For the purpose of this Part of this regulation—

(i) "certified chemist" shall mean a holder of a B.Sc. degree in chemistry or the National Diploma for Technicians (Analytical Chemistry) who, in either case, shall have had at least two years' laboratory experience and specialized training in the testing of atmospheres in ships;

(ii) "empty container" shall mean a container which has contained flammable liquid having a flash point not exceeding 61 °C;

(iii) "flammable liquid" shall mean a liquid, or a mixture of liquids, or a liquid containing solids in solution or suspension (except substances otherwise classified on account of their dangerous characteristics) having a flash point not exceeding 61 °C and a Reid vapour pressure not exceeding 100 kPa absolute at 38 °C;

(iv) "flash point" shall mean the lowest temperature of the liquid at which its vapour forms an ignitable mixture with air at 100 kPa under the closed-cup conditions of testing;

(v) "gas-free certificate" shall mean a certificate given by a certified chemist, in respect of any tank, pipeline, compartment or space, or other part of a ship which has been carrying oil or other flammable liquid as cargo, certifying that he has carried out a test in an adequate and suitable manner, and that—

(a) the gas content of the atmosphere is 0,1 per cent or less by volume calculated as pentane, and

(b) the residues, in the judgment of the certifying analyst, are not capable of producing dangerous gases under atmospheric conditions or in the presence of fire.

(vi) "prohibited area" shall mean that area on the wharf adjacent to a ship conveying, discharging or loading flammable liquids in containers, demarcated as a prohibited area by means of a fence or barricade or ropes or notice boards, and shall include the railway vehicle into or out of which the cargo is being loaded.

(2) During loading and discharging operations the wharf

met die woorde "NIE ROOK NIE" en een of meer kennisgewingborde met die woorde "VERBODE GEBIED" in opvallende letters moet op 'n in-die-oog-lopende plek vertoon word. Minstens een brandweerman moet teenwoordig wees, en een of meer lede van die Administrasie se polisiepersoneel moet die verbode gebied patrolleer.

(3) Vlambare vloeistowwe en leë houers moet regstreeks in spoorwegtrokke of van die trokke in die skip gelaai word. Waar dit na die mening van die hawebestuurder nie doenlik is nie, moet sodanige vloeistowwe of houers op 'n oop plek opgeslaan en met bokseile toegemaak word, en alle beskermingsmaatreëls wat voorgeskryf is in verband met die laai en aflaai moet *mutatis mutandis* nagekom word. Die grense van die verbode gebied mag op geen plek minder as 15 m van die buitekant van die stapel af wees nie.

(4) 'n Speurder vir konsentrasies van vlambare gas moet voorsien en deur die brandweerman gehou word. Voordat skeepsvrag gehanteer word en elke halfuur onderwyl dit gehanteer word, moet hy toetse in die ruim van die skip uitvoer om vas te stel of daar 'n gevaarlike konsentrasie van gas bestaan. As dit die geval is, moet alle werk gestaak en die ruim geventileer word. Gewone werk mag nie sonder magtiging van die hawekaptein of die hawebestuurder hervat word nie.

(5) Vlambare vloeistowwe en leë houers moet nie tussen sononder en sonop gehanteer word nie, behalwe met die spesiale toestemming van die hawebestuurder en onderworpe daaraan dat voldoende beligting tot sy bevrediging beskikbaar is.

(6) Die hantear van vlambare vloeistowwe en leë houers gedurende elektriese storms is verbode.

(7) Vlambare vloeistowwe in houers moet nie ontskep of gelaai word nie tensy sodanige houers stewig en lek-vry is en so vervaardig is dat dit nie sal breek of lek nie, behalwe as gevolg van growwe nalatigheid of buitengewone ongelukke; met dien verstande dat beskadigde houers ontskep mag word met die goedkeuring van die hawebestuurder en onderworpe aan sodanige voorwaardes as wat hy mag bepaal.

(8) Daar mag nie meer as 25 kiloliters vlambare vloeistowwe in 'n hawe opgeslaan word nie, behalwe met die toestemming van die hawebestuurder en onderworpe aan sodanige voorwaardes as wat hy mag bepaal.

(9) Geen herstelwerk moet in die ruim of op aangrensende dekke of in aangrensende afdelings gedoen word nie, behalwe met die skriftelike toestemming van die hawekaptein en onderworpe aan sodanige voorwaardes as wat hy mag bepaal.

(10) (a) Wanneer vlambare vloeistowwe vervoer word in 'n ruim wat nie oopgemaak word nie, of op dek opgeslaan word, moet sodanige voorsorgmaatreëls getref word as wat die hawekaptein mag vereis.

(b) As vlambare vloeistowwe vervoer word in 'n ruim waarin ander skeepsvrag gehanteer word, mag niemand in sodanige ruim rook of herstelwerk doen nie, en 'n brandweerman met 'n gasspeurder moet teenwoordig wees onderwyl die skeepsvrag in die ruim gehanteer word.

(c) Skepe wat vlambare vloeistowwe vervoer, word nie toegelaat om tussen sononder en sonop te werk nie, tensy voldoende beligting tot bevrediging van die hawebestuurder beskikbaar is.

DEEL C.—BYKOMENDE VOORSORGMAATREËLS

(1) Ondanks enigiets vervat in dele A en B van hierdie regulasie, is die hawekaptein hierby gemagtig om sodanige verdere voorsorg- en noodmaatreëls te tref as wat hy nodig ag vir die veiligheid van die hawe en die skepe daarin en

area shall be barricaded off and one or more notice boards bearing the words "NO SMOKING" and one or more notice boards bearing the words "PROHIBITED AREA" in conspicuous characters, shall be prominently displayed. At least one fireman shall be in attendance and the prohibited area shall be patrolled by one or more members of the Administration's police personnel.

(3) Flammable liquids and empty containers shall be loaded direct into railway trucks or from the trucks into the ship. Where, in the opinion of the port manager, this is not practicable, such liquids or containers, shall be stacked in an open space and sheeted and all protective measures prescribed in connection with loading and unloading shall *mutatis mutandis* be observed. In particular the boundaries of the prohibited area shall at no point be less than 15 m from the outside of the stack.

(4) A flammable gas-intensity detector shall be provided and retained in the custody of the fireman, who shall, prior to the handling of cargo and at half-hourly intervals during handling, conduct tests in the hold of the ship to establish whether any dangerous concentration of gas exists. In the event of a dangerous concentration of gas being detected, all operations shall cease and the hold shall be ventilated. Normal operations may not be recommenced without the authority of the port captain or the port manager.

(5) Flammable liquids and empty containers shall not be handled between the hours of sunset and sunrise except by special permission of the port manager and subject to adequate lighting to his satisfaction being available.

(6) The handling of flammable liquids and empty containers during electrical storms is prohibited.

(7) Flammable liquids in containers shall not be discharged or loaded unless such containers are staunch and free from leakage and of such strength and construction as not to be liable to be broken or to leak, except in consequence of gross carelessness or extraordinary accidents; provided that any damage containers may be discharged with the approval of the port manager and subject to such conditions as he may impose.

(8) No quantity of flammable liquids in excess of 25 kilolitres shall be stacked within the harbour except with the permission of the port manager and subject to such conditions as he may impose.

(9) No repair work within the hold, or on adjacent decks, or within adjacent compartments, shall be carried out except with the written permission of the port captain and subject to such conditions as he may impose.

(10) (a) When flammable liquids in transit are stowed in a hold which is not opened, or stored on deck, such precautionary measures shall be taken as may be required by the port captain.

(b) If flammable liquids in transit are stowed in a hold which is being worked for other cargo, no person shall smoke or carry out any repair work in such hold, and a fireman, equipped with a gas detector, shall be in attendance while the hold is being worked.

(c) The working of ships carrying flammable liquids in transit shall not be permitted between the hours of sunset and sunrise unless adequate lighting to the satisfaction of the port manager is available.

PART C.—ADDITIONAL PRECAUTIONS

(1) Notwithstanding anything contained in Parts A and B of this regulation, the port captain may and is hereby authorised to order such further precautions and to take such emergency measures as he may deem necessary for

vir die behoud van lewens en eiendom, insluitende die verwydering van 'n skip wat aan die brand is van die kus-brandbestrydingorganisasie se hulp of die verwydering van 'n skip na die see.

(2) Enige persoon wat enige bepaling van hierdie regulasie oortree wat op hom betrekking het, of wat enige wettige bevel, opdrag of vereiste wat aan hom kragtens 'n bepaling van hierdie regulasie gegee of gestel word deur die hawekaptein of hawebestuurder of die gemagtigde verteenwoordiger van enigen van hierdie amptenare, verontagsaam of nie daaraan voldoen nie, is skuldig aan 'n oortreding en kan by skuldigbevinding die boetes opgelê word wat hierna bepaal word. Die kaptein van 'n skip is middelklik aanspreeklik vir sodanige oortreding, verontagsaming of nie-voldoening deur enige persoon oor wie hy beheer uitoefen.

Verwysing 39]

the safety of the harbour and of the ships therein and for the preservation of life and property, including the removal of a ship on fire from the aid of the shore fire-fighting organisation or the removal of a ship to sea.

(2) Any person who contravenes any provision of this regulation which affects him, or who disobeys or fails to comply with any order or direction or requirement lawfully given or addressed to him or imposed in terms of any provision of this regulation by the port captain or the port manager or the authorised representative of either of those officers, shall be guilty of an offence and liable on conviction to the penalties hereinafter prescribed. The master of the ship shall be responsible vicariously for any such contravention, disobedience or failure to comply on the part of any person over whom he has control.

Amendment 39]

No. R. 1542 (Republiek)]

[28 Julie 1978

DOEANE- EN AKSYNSWET, 1964.-
WYSIGING VAN BYLAE NO. 4 (NO. 4/226).

Kragtens artikel 75 van die Doeane- en Aksynswet, 1964, word Bylae No. 4 by genoemde Wet hierby gewysig in die mate in die Bylae hiervan aangetoon.

O. P. F. HORWOOD
Minister van Finansies.

BYLAE

I Item	II Tariefpos en Beskrywing	III Mate van Korting
410.04	Deur paragraaf (6) van tariefpos No. 27.10 (wat betrekking het op kerosene) deur die volgende te vervang: “(6) Krag-, lig- of verhitingskerosene, vir ander doeleindes as vir lugvaart of padvervoer	Volle reg min 1 365c per 1 000 liter”

OPMERKING:

Dit word duidelik gestel dat krag-, lig- of verhitingskerosene nie met korting op doeanereg vir lugvaartdoeleindes geklaar mag word nie.

No. R. 1543 (Republiek)]

[28 Julie 1978

DOEANE- EN AKSYNSWET, 1964.-
WYSIGING VAN BYLAE NO. 4 (NO. 4/227)

Kragtens artikel 75 van die Doeane- en Aksynswet, 1964, word Bylae No. 4 by genoemde Wet hierby, met terugwerkende krag tot 3 Januarie 1975, gewysig in die

No. R. 1542 (Republic)]

[28 July 1978

CUSTOMS AND EXCISE ACT, 1964.-
AMENDMENT OF SCHEDULE NO. 4 (NO. 4/226).

Under section 75 of the Customs and Excise Act, 1964, Schedule No. 4 to the said Act is hereby amended to the extent set out in the Schedule hereto.

O. P. F. HORWOOD
Minister of Finance.

SCHEDULE

I Item	II Tariff Heading and Description	III Extent of Rebate
410.04	By the substitution for paragraph (6) of tariff heading No. 27.10 (relating to kerosene) of the following: “(6) Power, illuminating or heating kerosene, for purposes other than for aviation or road transport	Full duty less 1 365c per 1 000 litres”

NOTE:

It is made clear that power, illuminating or heating kerosene may not be entered under rebate of customs duty for aviation purposes.

No. R. 1543 (Republic)]

[28 July 1978

CUSTOMS AND EXCISE ACT, 1964.-
AMENDMENT OF SCHEDULE NO. 4 (NO. 4/227).

Under section 75 of the Customs and Excise Act, 1964, Schedule No. 4 to the said Act is hereby amended, with retrospective effect to 3 January 1975, to

mate in die Bylae hiervan aangetoon.

O. P. F. HORWOOD
Minister van Finansies.

BYLAE

I Item	II Tariefpos en Beskrywing	III Mate van Korting
460.16	Deur na tariefpos No. 84.10 die volgende in te voeg: "84.45 Onderdele wat deel uitmaak van onvoltooide ongemonteerde senterdraaibanke met 'n senterhoogte bo die bed van minstens 110 mm maar hoogstens 280 mm, nie later as 2 Februarie 1979 vir binnelandse verbruik geklaar nie, in die hoeveelhede en onderworpe aan die voorwaardes wat die Sekretaris van Nywerheidswese by bepaalde permit toelaat: (1) Vaskop- en loskop-samestellinge en beddens (2) Ander	Volle reg Volle reg min 20%"

OPMERKING:

Voorsiening, met terugwerkende krag tot 3 Januarie 1975, word gemaak vir 'n korting op reg op onderdele wat deel vorm van sekere onvoltooide ongemonteerde senterdraaibanke onderworpe aan die voorwaardes in die kortingvoorsiening vermeld.

No. R. 1544 (Republiek)]

[28 Julie 1978

DOEANE- EN AKSYNSWET, 1964.- WYSIGING VAN BYLAE NO. 6 (NO. 6/83).

Kragtens artikel 75 van die Doeane- en Aksynswet, 1964, word Bylae No. 6 by genoemde Wet hierby gewysig in die mate in die Bylae hiervan aangetoon.

O. P. F. HORWOOD
Minister van Finansies

BYLAE

I Item	II Tariefitem en Beskrywing	III Mate van Korting	IV Mate van Terugbetaling
609.05.20	Deur paragraaf (6) van tariefitems 105.05 en 105.10 deur die volgende te ver-		

the extent set out in the Schedule hereto.

O. P. F. HORWOOD
Minister of Finance.

SCHEDULE

I Item	II Tariff Heading and Description	III Extent of Rebate
460.16	By the insertion after tariff heading No. 84.10 of the following: "84.45 Parts forming part of unfinished unassembled centre lathes with a centre height above the bed of not less than 110 mm but not exceeding 280 mm, entered for home consumption not later than 2 February 1979, in such quantities and subject to such conditions as the Secretary for industries may allow by specific permit: (1) Headstock and tailstock assemblies and beds (2) Other	Full duty Full duty less 20%"

NOTE:

Provision, with retrospective effect to 3 January 1975, is made for a rebate of duty on parts forming part of certain unfinished unassembled centre lathes subject to the conditions specified in the rebate provision.

No. R. 1544 (Republic)]

[28 July 1978

CUSTOMS AND EXCISE ACT, 1964.- AMENDMENT OF SCHEDULE NO. 6 (NO. 6/83).

Under section 75 of the Customs and Excise Act, 1964, Schedule No. 6 to the said Act is hereby amended to the extent set out in the Schedule hereto.

O. P. F. HORWOOD
Minister of Finance.

SCHEDULE

I Item	II Tariff Item and Description	III Extent of Rebate	IV Extent of Refund
609.05.20	By the substitution for paragraph (6) of tariff items 105.05 and 105.10 of the		

vang:

"(6) Krag-, lig- of verhit-
tingskeroseen, vir an-
der doeleindes as vir
lugvaart of padvervoer

Volle
reg min
1 183c
per 1 000
liter"

following:

"(6) Power, illuminating or
heating kerosene, for
purposes other than for
aviation or road trans-
port

Full du-
ty less 1
183c
per 1 000
litres"

OPMERKING:

Dit word duidelik gestel dat krag-, lig- of verhit-
tingskeroseen nie met korting op aksynsreg vir lugvaartdoel-
eindes geklaar mag word nie.

NOTE:

It is made clear that power, illuminating or heating kero-
sene may not be entered under rebate of excise duty for
aviation purposes.

No. R. 1588 (Republiek)

[4 Augustus 1978]

DOEANE- EN AKSYNSWET, 1964.-
WYSIGING VAN BYLAE NO. 1 (NO. 1/1/570).

Kragtens artikel 48 van die Doeane- en Aksynswet,
1964, word Deel 1 van Bylae No. 1 by genoemde Wet
hierby gewysig in die mate in die Bylae hiervan
aangetoon.

O. P. F. HORWOOD
Minister van Finansies.

BYLAE

I Tariefpos	II Statistiese Een- heid	III IV V Skaal van Reg		
		Alge- meen	M.B.N.	Voor- keur
84.22 Deur subpos No. 84.2- 2.33.20 deur die volgen- de te vervang:				
"20 Bobaanhyskrane en goliattipe hyskrane, enkel- of dubbelbalk, met elektriese hys- toestelle of elektrie- se aandryfmotore toegerus	getal	20%"		

OPMERKING:

Dit word duidelik gestel dat alle bobaanhyskrane en
goliattipe hyskrane, enkel- of dubbelbalk, met elektriese
motore toegerus, by subpos No. 84.22.33.20 indeelbaar
is.

No. R. 1589 (Republiek)

[4 Augustus 1978]

DOEANE- EN AKSYNSWET, 1964.-
WYSIGING VAN BYLAE NO. 1 (NO. 1/1/571).

Kragtens artikel 48 van die Doeane- en Aksynswet,
1964, word Deel 1 van Bylae No. 1 by genoemde Wet

No. R. 1588 (Republic)

[4 August 1978]

CUSTOMS AND EXCISE ACT, 1964.-
AMENDMENT OF SCHEDULE NO. 1 (NO.
1/1/570).

Under section 48 of the Customs and Excise Act,
1964, Part 1 of Schedule No. 1 to the said Act is hereby
amended to the extent set out in the Schedule hereto.

O. P. F. HORWOOD
Minister of Finance.

SCHEDULE

I Tariff Heading	II Statistical unit	III IV V Rate of Duty		
		Gene- ral	M.F.N.	Prefer- ential
84.22 By the substitution for subheading No. 84.22.3- 3.20 of the following:				
"20 Overhead travelling cranes and goliath type cranes, single or double girder, equip- ped with electrical hoists or electric propulsion motors	no.	20%"		

NOTE:

It is made clear that all overhead travelling cranes and
goliath type cranes, single or double girder, fitted with
electric motors, are classified in subheading No. 84.2-
2.33.20.

No. R. 1589 (Republic)

[4 August 1978]

CUSTOMS AND EXCISE ACT, 1964.-
AMENDMENT OF SCHEDULE NO. 1 (NO.
1/1/571).

Under section 48 of the Customs and Excise Act,
1964, Part 1 of Schedule No. 1 to the said Act is hereby

hierby gewysig in die mate in die Bylae hiervan aangetoon.

O. P. F. HORWOOD
Minister van Finansies.

BYLAE

I Tariefpos	II Statistiese Eenheid	III IV V Skaal van Reg		
		Algemeen	M.B.N.	Voorkeur
87.07 Deur subposte Nos. 87.07.05.35 en 87.07.05.40 deur die volgende te vervang:				
“.35 Ruitertipe, elektries aangedrewe, nie met batterye toegerus nie, met 'n massa van hoogstens 4 000 kg elk; ruitertipe, elektries aangedrewe, met batterye toegerus, met 'n massa van hoogstens 6 000 kg elk	getal	27% of 130c per kg		20% of 130c per kg min 7% (V.K.; Kanada)
.40 Ruitertipe, elektries aangedrewe, nie met batterye toegerus nie, met 'n massa van meer as 4 000 kg elk; ruitertipe, elektries aangedrewe, met batterye toegerus, met 'n massa van meer as 6 000 kg elk	getal	17%		10% (V.K.; Kanada)

OPMERKING:

Die uitwerking van hierdie wysiging is dat by die bepaling van die massa van elektries aangedrewe ruitertipe vorkheftrokke, die massa van die batterye ook in ag geneem word.

amended to the extent set out in the Schedule hereto.

O. P. F. HORWOOD,
Minister of Finance.

SCHEDULE

I Tariff Heading	II Statistical unit	III IV V Rate of Duty		
		General	M.F.N.	Preferential
87.07 By the substitution for subheadings Nos. 87.07.05.35 and 87.07.05.40 of the following:				
“.35 Rider type, electric powered, not fitted with batteries, of a mass not exceeding 4 000 kg each; rider type, electric powered, fitted with batteries, of a mass not exceeding 6 000 kg each	no.	27% or 130c per kg		20% or 130c per kg less 7% (U.K.; Canada)
.40 Rider type, electric powered, not fitted with batteries, of a mass exceeding 4 000 kg each; rider type, electric powered, fitted with batteries, of a mass exceeding 6 000 kg each	no.	17%		10% (U.K.; Canada)

NOTE:

The effect of this amendment is that in determining the mass of electric powered rider type forklift trucks, the mass of the batteries is also being taken into account.

No. R. 1590 (Republiek)]

[4 Augustus 1978

DOEANE- EN AKSYNSWET, 1964.-
WYSIGING VAN BYLAE NO. 3 (NO. 3/554).

Kragtens artikel 75 van die Doeane- en Aksynswet, 1964, word Bylae No. 3 by genoemde Wet hierby gewysig in die mate in die Bylae hiervan aangetoon.

O. P. F. HORWOOD
Minister van Finansies.

No. R. 1590 (Republic)]

[4 August 1978

CUSTOMS AND EXCISE ACT, 1964.-
AMENDMENT OF SCHEDULE NO. 3 (NO. 3/554).

Under section 75 of the Customs and Excise Act, 1964, Schedule No. 3 to the said Act is hereby amended to the extent set out in the Schedule hereto.

O. P. F. HORWOOD
Minister of Finance.

BYLAE

I Item	II Tariefpos en Beskrywing	III Mate van Korting
307.01	Deur die opskrif van item 307.01 deur die volgende te vervang: "Nywerheid: Kunsharse en -plastiekstowwe, en sellulose-esters en -eters" Deur na paragraaf (2) van tariefpos No. 29.16 die volgende in te voeg: "(3) Loodsalisilaat, vir die vervaardiging van vormpoeiers en -pastas" Deur na tariefpos No. 34.04 die volgende in te voeg: "38.09 Sulfaatpik en harpuispik, vir gebruik as plastiseerders by die vervaardiging van vormpoeiers en -pastas" Deur na paragraaf (2) van tariefpos No. 38.19 die volgende in te voeg: "(3) Bereide plastiseerders (uitgesonderd chloorparaffienplastiseerders, ftalsuuresters van gemengde alifatiese alkohole en epoksiësterplastiseerders), vir die vervaardiging van vormpoeiers en -pastas"	Volle reg" Volle reg" Volle reg"
307.02	Deur item 307.02 te skrap.	

OPMERKINGS:

- Items 307.01 en 307.02 word saamgevoeg met die uitwerking dat item 307.01 nou voorsiening maak vir 'n korting op reg op grondstowwe vir die vervaardiging van die produkte van tariefposte Nos. 39.01 tot 39.06 van Bylae No. 1.
- Die voorsiening vir 'n korting op reg op sekere dierlike en plantaardige olies vir gebruik as plastiseerders by die vervaardiging van vormpoeiers en -pastas, word ingetrek.

SCHEDULE

I Item	II Tariff Heading and Description	III Extent of Rebate
307.01	By the substitution for the heading to item 307.01 of the following: "Industry: Artificial resins and plastic materials, and cellulose esters and ethers" By the insertion after paragraph (2) of tariff heading No. 29.16 of the following: "(3) Lead salicylate, for the manufacture of moulding powders and pastes" By the insertion after tariff heading No. 34.04 of the following: "38.09 Sulphate pitch and rosin pitch, for use as plasticisers in the manufacture of moulding powders and pastes" By the insertion after paragraph (2) of tariff heading No. 38.19 of the following: "(3) Prepared plasticisers (excluding chlorinated paraffin plasticisers, phthalic acid esters of mixed aliphatic alcohols and epoxy ester plasticisers), for the manufacture of moulding powders and pastes"	Full duty" Full duty"
307.02	By the deletion of item 307.02.	Full duty"

NOTES:

- Items 307.01 and 307.02 are combined with the effect that item 307.01 now provides for a rebate of duty on raw materials for the manufacture of the products of tariff headings Nos. 39.01 to 39.06 of Schedule No. 1.
- The provision for a rebate of duty on certain animal and vegetable oils for use as plasticisers in the manufacture of moulding powders and pastes, is withdrawn.

No. R. 1591 (Republiek)] [4 Augustus 1978

DOEANE- EN AKSYNSWET, 1964.-
WYSIGING VAN BYLAE NO. 1 (NO. 1/1/572).

Kragtens artikel 48 van die Doeane- en Aksynswet, 1964, word Deel 1 van Bylae No. 1 by genoemde Wet

No. R. 1591 (Republic)] [4 August 1978

CUSTOMS AND EXCISE ACT, 1964.-
AMENDMENT OF SCHEDULE NO. 1 (NO. 1/1/572).

Under section 48 of the Customs and Excise Act,

hierby gewysig in die mate in die Bylae hiervan aangetoon.

O. P. F. HORWOOD
Minister van Finansies.

BYLAE

I Tariefpos	II Statistiese Eenheid	III IV V Skaal van Reg		
		Algemeen	M.B.N.	Voorkeur
84.18 Deur subpos No. 84.18.40 deur die volgende te vervang: "84.18.40 Laboratoriumsentrifuges"	getal	5%"		

OPMERKING:

Die skaal van reg op laboratoriumsentrifuges word van 10% na 5% verlaag.

1964, Part 1 of Schedule No. 1 to the said Act is hereby amended to the extent set out in the Schedule hereto.

O. P. F. HORWOOD
Minister of Finance.

SCHEDULE

I Tariff Heading	II Statistical unit	III IV V Rate of Duty		
		General	M.F.N.	Preferential
84.18 By the substitution for subheading No. 84.18.40 of the following: "84.18.40 Laboratory centrifuges"	no.	5%"		

NOTE:

The rate of duty on laboratory centrifuges is reduced from 10% to 5%.

No. R. 1597 (Republiek)]

[4 Augustus 1978

DEPARTEMENT VAN SPOORWEEË, HAWENS EN LUGDIENS

REGULASIES VIR DIE HAWENS VAN DIE REPUBLIEK VAN SUID-AFRIKA EN VAN SUID-WES-AFRIKA

Dit het die Staatspresident behaag om kragtens artikel 3 van die Konsolidasiewet op die Beheer en Bestuur van Spoorweë en Hawens, 1957 (Wet 70 van 1957), goedkeuring te verleen aan die volgende wysiging van regulasie 101 van die Regulasies vir die Hawens van die Republiek van Suid-Afrika en van Suidwes-Afrika, afgekondig by Goewermentskennisgewing R.290 van 2 Maart 1962, wat met ingang van 1 Augustus 1978 in werking sal tree:

REGULASIE 101 SUBREGULASIE (2)

Deur paragraaf (a) en die letter "(b)" te skrap.

WYSIGING 45

No. R.1597 (Republic)]

[4 August 1978

DEPARTMENT OF RAILWAYS, HARBOURS AND AIRWAYS

REGULATIONS FOR THE HARBOURS OF THE REPUBLIC OF SOUTH AFRICA AND OF SOUTH WEST AFRICA

The State President has been pleased in terms of Section 3 of the Railways and Harbours Control and Management (Consolidation) Act, 1957 (Act 70 of 1957), to approve of the following amendment of Regulation 101 of the Regulations for the Harbours of the Republic of South Africa and of South West Africa published under Government Notice R.290 of 2 March 1962, which will come into effect on 1 August 1978:

REGULATION 101 SUBREGULATION (2)

By the deletion of paragraph (a) and the letter "(b)".

AMENDMENT 45

Algemene Kennisgewings**General Notices**

(No. 26 van 1978)

(No. 26 of 1978)

**VERBOD OP DIE OPRIGTING VAN GEBOUE
BUITEN VIR BONA FIDE BOERDERY-
BEDRYWIGHED
DISTRIK WINDHOEK****PROHIBITION ON THE ERECTION OF
BUILDINGS EXCEPT FOR BONA FIDE
FARMING ACTIVITIES
DISTRICT OF WINDHOEK**

Kennis geskied hierby aan die eienaars van die grond in die Bylae genoem dat die Uitvoerende Komitee kragtens en ingevolge die bepalings van artikel 48A(1) van die Dorpsbeplanningsordonnansie, 1954 (Ordonnansie 18 van 1954), soos gewysig, die oprigting op sodanige grond van enige gebou of geboue, buiten vir *bona fide* boerderybedrywighede, vanaf 16 Augustus 1978 verbied.

It is hereby made known to the owners of land as described in the Schedule hereto that the Executive Committee has under and by virtue of the provisions of section 48A(1) of the Town Planning Ordinance, 1954 (Ordinance 18 of 1954) as amended, prohibited the erection on the said land of any building or buildings, except for farming activities, as from 16 August, 1978.

BYLAE**SCHEDULE**

Gedeelte A van die plaas Kappsfarm 65, Distrik Windhoek, Gedeelte 1 van Gedeelte A van die plaas Seeis 134, Distrik Windhoek, Gedeelte 9 ('n Gedeelte van Gedeelte 4) van die plaas Aris 29, Distrik Windhoek en Gedeelte 18 ('n Gedeelte van Gedeelte A) van die plaas Aris 29, Distrik Windhoek.

Portion A of the farm Kappsfarm 65, District of Windhoek, Portion 1 of Portion A of the farm Seeis 134, District of Windhoek, Portion 9 (a Portion of Portion 4) of the farm Aris 29, District of Windhoek and Portion 18 (a Portion of Portion A) of the farm Aris 29, District of Windhoek.

(No. 29 van 1978)

(No. 29 of 1978)

**AANSOEK OM GEBIED TOT 'N PRIVATE WILD-
TUIN TE LAAT VERKLAAR****NOTICE TO HAVE AREA DECLARED A PRI-
VATE GAME PARK**

Kennisgewing geskied hierby dat mnr. H. J. Visser van voorneme is om ooreenkomstig die bepalings van die Ordonnansie op Natuurbewaring, 1975 (Ordonnansie 4 van 1975) die volgende gebied tot 'n private wildtuin te laat verklaar:

Notice is hereby given that Mr. H. J. Visser intends having the following area declared a private game park in terms of the Nature Conservation Ordinance, 1975 (Ordinance 4 of 1975):

Die plaas Goedgedacht 985 geleë in die distrik Gobabis. Enigeen wat beswaar daarteen wil aanteken, word versoek om dit skriftelik by my in te dien binne drie maande na die datum hiervan.

The farm Goedgedacht 985 situated in the district of Gobabis. Any person who wishes to lodge objections to such step is invited to do so in writing with me within three months from the date hereof.

J. F. GREEBE,**J. F. GREEBE**

Waarnemende Sekretaris van Suidwes
Afrika

Acting Secretary for South West Africa

WINDHOEK**WINDHOEK**

Datum: 78.07.24

Date: 78.07.24

(No. 30 van 1978)

(No. 30 of 1978)

**AANSOEK OM GEBIED TOT 'N PRIVATE WILD-
TUIN TE LAAT VERKLAAR****NOTICE TO HAVE AREA DECLARED A
PRIVATE GAME PARK**

Kennisgewing geskied hierby dat mnr. W. J. Wickens van voorneme is om ooreenkomstig die bepalings van

Notice is hereby given that Mr W. J. Wickens intends having the following area declared a private game park

die Ordonnansie op Natuurbewaring, 1975 (Ordonnansie 4 van 1975) die volgende gebied tot 'n private wildtuin te laat verklaar:

Die plaas Kum-Kum 413 geleë in die distrik Karasburg.

Enigeen wat beswaar daarteen wil aanteken, word versoek om dit skriftelik by my in te dien binne drie maande na die datum hiervan.

J. F. GREEBE
Waarnemende Sekretaris van Suidwes-Afrika

WINDHOEK
Datum: 78.07.24

(No. 31 van 1978)

**VERKIESINGSUITGAWES : KANDIDATE :
MUNISIPALE VERKIESING 7 JUNIE 1978 :
BUITENGEWONE VAKATURE**

Kennis geskied hiermee ingevolge die bepalings van artikel 86 van die Munisipale Ordonnansie (Ordonnansie 13 van 1963) soos gewysig, dat die volgende verkiesingsuitgawes, soos uiteengesit in artikel 81 van die genoemde Ordonnansie deur die volgende kandidate aangegaan is.

Naam	a	b	c	d	e	f	g	h	i	j	k	Totaal
Mnr. H. A. Eichbaum												—
Mnr. J. J. Pretorius												—
Dr. H. H. P. A. Schneider	20,00	30,00								30,00	22,92	102,92
Raadslid dr. E. Joubert		57,00								60,00	7,00	124,00
	20,00	87,00								90,00	29,92	226,92

Name	a	b	c	d	e	f	g	h	i	j	k	Total
Mr H. A. Eichbaum												
Mr. J. J. Pretorius												
Dr. H. H. P. A. Schneider	20,00	30,00								30,00	22,92	102,92
Councillor dr. E. Joubert		57,00								60,00	7,00	124,00
	20,00	87,00								90,00	29,92	226,92

81. Geen verkiesingsuitgawes van 'n kandidaat is wettig nie behalwe ten opsigte van die volgende aangeleenthede;

- (a) die aankoop van kieserlyste;
- (b) die druk, advertering, publisering, uitreiking en uitdeling van toesprake en kennisgewings en plakkate waardeur die ondersteuning van kiesers gevra word;

in terms of the Nature Conservation Ordinance, 1975 (Ordinance 4 of 1975):

The farm Kum-Kum 413 situated in the district of Karasburg.

Any person who wishes to lodge objections to such step is invited to do so in writing with me within three months from the date hereof.

J. F. GREEBE
Acting Secretary for South West Africa.

WINDHOEK
Date: 78.07.24

(No. 31 of 1978)

**ELECTORAL EXPENDITURE : CANDIDATES :
MUNICIPAL ELECTION 7TH JUNE 1978 EXTRA-
ORDINARY VACANCY**

Notice is hereby given in terms of Section 86 of the Municipal Ordinance (Ordinance 13 of 1963) as amended, that the following electoral expenses, as set out in Section 81 of the said Ordinance have been incurred by the following candidates:

81. No electoral expenses of a candidate shall be lawful except in respect of the following matters —

- (a) purchasing voters' rolls;
- (b) printing, advertising, publishing, issuing and distributing, addresses and notices and posters requesting the support of voters;

(c) skryfbehoeftes, boodskappe, posgelde en telegramme;

(d) een sentrale komiteekamer en een komiteekamer ten opsigte van elke stemplek;

(e) publieke vergaderings en die huur van sale en persele daarvoor;

(f) die huur van rytuie;

(g) tellingsagente;

(h) een verkiesingsagent vir die kandidaat of vir enige getal gemeenskaplike kandidate;

(i) een stemagent en nie meer nie;

(j) een klerk en een bode om die werk in elke komiteekamer te verrig en die huur van een telefoon en een tikmasjien vir elke komiteekamer;

(k) die redelike en werklike persoonlike uitgawes van die kandidaat wat hoogstens eenhonderd rand mag bedra.

(c) stationery, messages, postages, telegrams;

(d) one central committee room and one committee room in respect of each polling place;

(e) public meetings and hiring of halls and premises therefor;

(f) the hire of vehicles;

(g) scrutineers;

(h) one election agent for the candidate or for any number of joint candidates;

(i) one polling agent and no more;

(j) one clerk and one messenger for conducting business in each committee room and the hire of one telephone and one typewriting machine for each committee room;

(k) the reasonable and actual personal expenses of the candidate, which shall not exceed one hundred rand.

(No. 603 van 1978) (Republiek)]

Ingevolge artikel 34(2) van die Bouverenigingswet No. 24 van 1965, word onderstaande saamgestelde opgawe vir algemene inligting gepubliseer:

SAMEVATTING VAN MAANDELIKSE OPGAWES DEUR PERMANENTE BOUVERENIGINGS VIR DIE MAAND GEËINDIG 31 MEI 1978

(No. 603 of 1978) (Republic)]

In terms of section 34(2) of the Building Societies Act, No. 24 of 1965, the following composite return is published for general information:

SUMMARY OF MONTHLY RETURNS BY PERMANENT BUILDING SOCIETIES FOR THE MONTH ENDED 31 MAY 1978

	Getal Number	Bedrag/Amount R	Bedrag/Amount R
Getal verenigings/Number of societies	13		
Aandelekapitaal/Share capital:			
Onbepaalde/Indefinite		2 676 238 766	
Vaste termyn/Fixed period		1 209 769 668	
Totaal/Total			3 886 008 434
Algemene reserwe/General reserve			171 670 030
Deposito's/Deposits:			
Vaste/Fixed		1 815 604 763	
Spaar/Savings		1 518 977 825	
Totaal/Total			3 334 582 588
Opgelope rente/Accrued interest			59 881 139
Kollaterale kontantdeposito's/Collateral cash deposits			38 105 144
Opgelope rente/Accrued interest			568 966
Lenings en oortrekkings/Loans and overdrafts			5 748 500

Voorskotte teen verband/Mortgage advances:

(1) Alle voorskotte/All advances	6 216 821 254
(2) Voorskotte/Hervorskotte toegestaan gedurende die tydperk 1/4/78 tot 31/5/78 vir/Advances/Re-advances granted during the period 1/4/78 to 31/5/78 for —	
(a) woonhuise waar die lening/dwelling houses where advance —	
(i) meer as R18 000 is/exceeds R18 000	91 400 690
(ii) R18 000 of minder is/is R18 000 or less	85 569 198
(b) woonstelle/flats	7 899 491
(c) besigheidsdoeleindes/business purposes	3 587 112
Totaal/Total	188 456 491
(3) Toegestaan maar nie uitbetaal nie/Granted but not paid out	263 600 898
Likwiede bates/Liquid assets:	
Kontant en deposito's onmiddellik opvraagbaar/Cash and deposits withdrawable on demand	230 648 290
Lenings aan diskontohuise en wissels/Loans to discount houses and bills	52 520 000
Onbeswaarde effekte/Unencumbered securities	190 967 005
Opgelope rente/Accrued interest	3 111 685
Totaal/Total	477 246 980
Statutêre minimum bedrag/Statutory minimum amount	394 346 757
Voorgeskrewe beleggings/Prescribed investments:	
Likwiede bates/Liquid assets	477 246 980
Deposito's (behalwe die wat as likwiede bates geld)/Deposits (other than those ranking as liquid assets)	76 835 532
Lenings aan diskontohuise (behalwe die wat as likwiede bates geld)/Loans to discount houses (other than those ranking as liquid assets)	—
Onbeswaarde effekte (behalwe die wat as likwiede bates geld)/ Unencumbered securities (other than those ranking as liquid assets)	355 040 123
Opgelope rente/Accrued interest	6 198 311
Totaal/Total	915 320 946
Statutêre minimum bedrag/Statutory minimum amount	727 573 809

Advertensies

ADVERTEER IN DIE OFFISIËLE KOERANT VAN SUID-WES-AFRIKA

1. Die *Offisiële Koerant* verskyn op die 1ste en 15de dag van elke maand; as een van hierdie dae op 'n Sondag of openbare feesdag val, verskyn die *Offisiële Koerant* op die eersvolgende werkdag.

2. Advertensies wat in die *Offisiële Koerant* geplaas moet word, moet in die taal waarin hulle sal verskyn aan die OFFISIËLE KOERANTKANTOOR, P.S. 13186, Windhoek, geadresseer word, of by Kamer 109, Administrasie-gebou, Windhoek, afgelewer word, nie later nie as 4,30 nm. op die NEGENDE dag voor die verskyning van die *Offisiële Koerant*, waarin die advertensie geplaas moet word.

3. Advertensies word na die amptelike gedeelte in die *Offisiële Koerant* geplaas, of op 'n ekstra blad van die *Offisiële Koerant*, al na die Sekretaris goedgevind.

4. Advertensies word vir die openbare voordeel in die *Offisiële Koerant* gepubliseer. Vertalings moet deur die Adverteerder of sy agent gelewer word indien verlang.

Advertisements

ADVERTISING IN THE OFFICIAL GAZETTE OF SOUTH WEST AFRICA

1. The *Official Gazette* is published on the 1st and 15th day of each month; if either of those days falls on a Sunday or Public Holiday, the *Official Gazette* is published on the next succeeding working day.

2. Advertisements for insertion in the *Official Gazette* should be addressed to the OFFICIAL GAZETTE OFFICE, P.B. 13186, Windhoek, or be delivered to Room 109, Administration Building, Windhoek, in the languages in which they are to be published, not later than 4,30 p.m. on the NINTH day before the date of publication of the *Official Gazette* in which they are to be inserted.

3. Advertisements are inserted in the *Official Gazette* after the official matter or in a supplement of the *Official Gazette* at the discretion of the Secretary.

4. Advertisements are published in the *Official Gazette* for the benefit of the public. Translations if desired, must be furnished by the advertiser or his agent.

5. Slegs regsadvertensies word vir publikasie in die *Offisiële Koerant* aangeneem en hulle is onderhewig aan die goedkeuring van die Sekretaris van Suidwes-Afrika, wat die aanneming of verdere publikasie van 'n advertensie mag weier.

Die Administrasie van S.W.A. behou hom die reg voor om die kopie te redigeer, te hersien en oortollige besonderhede weg te laat.

7. Advertensies moet sower moontlik getik wees. Die manuskrip van advertensies moet slegs op een kant van die papier geskryf word en alle eiename moet duidelik wees. In geval 'n naam weens onduidelike handskrif foutief gedruk word, kan die advertensie slegs dan herdruk word as die koste van 'n nuwe plasing betaal word.

8. Geen aanspreeklikheid word aanvaar vir enige vertraging in die publiserings van 'n kennisgewing of vir die publiserings daarvan op 'n ander datum as dié deur die insender bepaal. Insgelyks word geen aanspreeklikheid aanvaar ten opsigte van enige redigering, hersiening, weglatings, tipografiese foute en foute wat weens dowwe of onduidelike kopie mag ontstaan nie.

9. Die insender word aanspreeklik gehou vir enige skadevergoeding en koste wat voortvloei uit enige aksie wat weens die publiserings, hetsy met of sonder enige weglating, foute, onduidelikhede of in watter vorm ook al, van 'n kennisgewing teen die Administrasie van S.W.A. ingestel word.

10. Die jaarlikse intekengeld op die *Offisiële Koerant* is R5,00 posvry in hierdie Gebied en die Republiek van Suid-Afrika, verkrygbaar by die here Die Suidwes-Drukkery Beperk, Posbus 2196, Windhoek. Oorsese intekenaars moet posgeld vooruit betaal. Enkel eksemplare van die *Offisiële Koerant* is verkrygbaar van die here Die Suidwes-Drukkery Beperk, Posbus 2196, Windhoek, teen 10 c per eksemplaar. Eksemplare word vir slegs twee jaar in voorraad gehou.

11. Die koste vir die plasing van kennisgewings is soos volg en is betaalbaar by wyse van tjeks, wissels, pos- of geldorders:

Tipe	Tarief
1. Oordrag van besigheid.....	R3,25
2. Regsveilings — Hooggeregshof	R5,20

12. Die koste vir die plasing van advertensies, behalwe die kennisgewings wat in paragraaf 11 genoem word, is teen die tarief van 35 c per cm dubbelkolom. (Gedeeltes van 'n cm moet as volle cm bereken word).

13. Geen advertensie word geplaas nie tensy die koste vooruit betaal is. Tjeks, wissels, pos- en geldorders moet aan die Sekretaris van Suidwes-Afrika betaalbaar gemaak word.

5. Only law advertisements are accepted for publication in the *Official Gazette*, and are subject to the approval of the Secretary for South West Africa, who may refuse to accept or may decline further publication of any advertisement.

6. The Administration of S.W.A. reserves the right to edit and revise copy and to delete therefrom any superfluous detail.

7. Advertisements should as far as possible be typewritten. Manuscript of advertisements should be written on one side of the paper only, and all proper names plainly inscribed; in the event of any name being incorrectly printed as a result of indistinct writing, the advertisement can only be republished on payment of the cost of another insertion.

8. No liability is assumed for any delay in publishing a notice or for publishing it on any date other than that stipulated by the advertiser. Similarly no liability is assumed in respect of any editing, revision, omission, typographical errors or errors resulting from faint or indistinct copy.

9. The advertiser will be held liable for all compensation and costs arising from any action which may be instituted against the Administration of S.W.A. as a result of the publication of a notice with or without any omission, errors, lack of clarity or in any form whatsoever.

10. The subscription for the *Official Gazette* is R5,00 per annum, post free in this Territory and the Republic of South Africa, obtainable from Messrs. The Suidwes-Drukkery Limited, P.O. Box 2196, Windhoek. Postage must be prepaid by overseas subscribers. Single copies of the *Official Gazette* may be obtained from Messrs. The Suidwes-Drukkery Limited, P.O. Box 2196, Windhoek, at the price of 10 c per copy. Copies are kept in stock for only two years.

11. The charge for the insertion of notices is as follows and is payable in the form of cheques, bills, postal or money orders:

Type	Charge
1. Transfer of business	R3,25
2. Sale in execution — Supreme Court	R5,20

12. The charge for the insertion of advertisements other than the notices mentioned in paragraph 11 is at the rate of 35 c per cm double column. (Fractions of a cm to be reckoned as a cm).

13. No advertisements are inserted unless the charge is prepaid. Cheques, drafts, postal orders or money orders must be made payable to the Secretary for South West Africa.

DEPARTEMENT VAN VERVOER

AANSOEKE OM MOTORTRANSPORTSERTIFIKATE.

Die onderstaande aansoeke om Motortransportsertifikate, met aanduiding van (1) verwysingsnommer, (2) naam van applikant en aard van aansoek, (3) getal en tipe voertuie, (4) aard van voorgestelde motortransport, en (5) plekke waartussen en roetes waarvoor, of gebied waarin die voorgestelde vervoer sal plaasvind, word kragtens die bepalings van artikel dertien (1) van die Motortransportwet, 1930 (Wet 39 van 1930) soos gewysig, en regulasie 5 van die Motortransportregulasies 1964, soos gewysig, gepubliseer.

DEPARTMENT OF TRANSPORT

APPLICATIONS FOR MOTOR CARRIER CERTIFICATES.

The under-mentioned applications for Motor Carrier Certificates indicate (1) reference number, (2) name of applicant and nature of application, (3) number and type of vehicles, (4) nature of proposed motor carrier transportation, and (5) points between and routes over or area within which the proposed Motor Carrier Transportation is to be effected, are published in terms of section thirteen (1) of the Motor Carrier Transportation Act, 1930 (Act 39 of 1930) as amended, and regulation 5 of the Motor Carrier Transportation Regulations, 1964, as amended.

Skriftelike vertoë, in duplikaat, ter ondersteuning of bestryding van hierdie aansoeke moet binne tien (10) dae vanaf die datum van hierdie publikasie aan die aangeduide adres gerig word.

Adres waarheen vertoë gerig moet word: Die Sekretaris, Plaaslike Padvervoerraad, Privaatsak 13178, Windhoek, S.W.A.

Written representations, in duplicate, supporting or opposing these applications must be submitted to the address indicated within ten (10) days from the date of this application.

Address to which representations must be submitted: The Secretary, Local Road Transportation Board, Private Bag 13178, Windhoek, S.W.A.

OP 140 — OUTJO (2) P. Nepando — OUTJO; Eerste aansoek (3) Een 6 sitplek motor aangekoop te word (4) Bantoe- en Kleurling huurmotorpassasiers en hul persoonlike bagasie (5) Binne die munisipale gebied van Outjo.

780627 OP 445 (WINDHOEK) (2) S. D. J. Human h/a H. & H Meubelvervoerders — Windhoek (3) Vervanging van voertuig CY 110099 — leunwa — 17 200 kg. (4) & (5) Soos per die aangehegte bylae "A".

"A".

Bona fide huishoudelike en kantoortrekke (insluitende persoonlike besittings).

- (a) Babakassies, babawaentjies, banke, banke (kerk), banke (rus), banke (stoep), banke (tuin), beddens (met of sonder matrasse of bedlere) bedieningswaentjies (huishoudelik), bedjies (kinders), bufetts, divans, horlosies (staan), kabinette (drank), kabinette (kombuis), kabinette (plate), kaggelskerms, kapstokke, kassies (bed), kassies (skoel), kaste (besem), kaste (boek), kaste (glas vertoon), kaste (klere), kaste (kombuis), kaste (laai), kaste (linne), kaste (medisyne), kiosks (huishoudelik), kiste (trousseau), klaviere, kopstukke vir beddens, lampe (huishoudelike lees en/of staan met of sonder skerm), lessenaars, loopringe, matrasse, orrels, platespelers, poefs, preekstoele, los luidsprekers, rakke (tydskrifte), sofas, speelgoedhuise, speelhokke staanders (blom), staanders (huishoudelike), staanders (plate), stoele, tafels (spieël), vullishouers (huishoudelik), wiegies (met of sonder staanders) asook die volgende items waar hulle deel vorm van die items soos hierbo gesspesifiseer en bestem is vir gebruik in 'n bepaalde woning en oorspronklik saam met sodanige items verkoop is en gelyktydig daarmee vervoer word stoffeerstowwe kussings en ander vloermatte, sagte meublement;
- (b) Vriestkaste, yskaste, stowe en wasmasjiene (nie verpak of in houers nie);
- (c) Eie verpakkingsmateriaal (slegs vir eie gebruik en nie vir verkoop of te koop aangebied te word nie);
- (d) Breimasjiene, broodroosters, diktafoons, glasware, kandelare, ketels (elektries), lugreëlingstelle (huishoudelik), musiekinstrumente (snaar en pyp), naaimasjiene, porseleinware, skakelrei en

skakelborde (elektriese) spieëls, stofsuiers, toonbanke, verwarmers, vloerpoeleerders (huishoudelik) en waaiers — Vanaf Oshivelo na plekke binne Owambo.

780629 OP 454 — WALVISBAAI (2) A. M. G. van der Post h/a Walvisbaai Passasiersdiens — Walvisbaai; Eerste aansoek (3) CWB 2144 — Bus — 40 sittendes & 10 staandes; CWB 3477 Bus — 63 sittendes & 10 staandes; CWB 1898 — Bus — 40 sittendes & 10 staandes; CWB 109 — Bus — 40 sittendes & 10 staandes; CWB 3616 — Bus — 43 sittendes; CWB 2290 — Bus — 41 sittendes & 10 staandes. (4) & (5) Soos per die aangehegte bylaes A en B.

A.

1. White or Non-White persons and their personal luggage when travelling together to attend a camp, picnic, religious gathering or to participate in a concert or other form of amusement or jointly taking part in any competition or game — From Walvis Bay on Saturdays, Sundays and Public Holidays to places situated within an area with a radius of 200 (two hundred) km calculated from the Walvis Bay General Post Office and return provided that the same persons who were conveyed on the forward journey be also conveyed on the return journey and provided further that the return journey be commenced within 36 (thirty six) hours after completion of the forward journey. THIS AUTHORITY IS SUBJECT TO REVIEW AT ANY TIME.
Scale of charges: As per agreement.
2. Non-White passengers — From the terminus in Narraville Township (opposite school) along access road to Narraville, along Old Swakopmund Road to the access road to Kuisebmond Township or from the terminus in Kuisebmond Township along Old Swakopmund Road to 18th Road, along 18th Road to 3rd Street East, along 3rd Street East to 13th Road, along 13th Road to 6th Street, along 6th Street to 9th Road, along 9th Road to 7th Street, along 7th Street to 10th Road, along 10th Road to 9th Street, along 9th Street to Old Swakopmund Road, along Old Swakopmund Road to the access road to Kuisebmond Township, along the access road to the terminus in Kuisebmond Township or along old Swakopmund Road to the access road to Narraville, along the access road to the terminus in Narraville Township (opposite school).

Time-table:

Depart terminus Kuisebmond or Narraville:

06h35
07h05
07h35
08h05
11h35
12h05
12h35
13h05
14h05
14h35
16h05
16h35
17h05
17h35
18h05

Non-White passengers — From the terminus in Kuisebmond Township along Old Swakopmund Road, 18th Road, 9th Street up to 3rd Road, along 3rd Road to 1st Street West (terminus between 1st Street West and 2nd Street West), along 5th Road to 7th Street, along 7th Street to 10th Road, along 10th Road to 9th Street, along 9th Street to 18th Road, along 18th Road to Old Swakopmund Road, along Old Swakopmund Road to Kuisebmond Township.

Non-White passengers — From the terminus in Narraville Township along Narraville access road, Old Swakopmund Road, 9th Street to 3rd Road, along 3rd Road to 1st Street West (terminus between 1st Street West and 2nd Street West), along 5th Road to 7th Street, along 7th Street to 10th Road, along 10th Road to 9th Street, along 9th Street to Old Swakopmund Road, along Old Swakopmund Road to Narraville access road to terminus in Narraville Township.

Scale of charges for routes 3 and 4:

- (i) Between Narraville Township and Walvis Bay Town:
Adults — 20c (single) Scholars — 15c (single)
- (ii) Between Kuisebmond and Walvis Bay Town:
Adults — 15c (single) Scholars — 15c (single)
Season tickets: As per agreement.

- 5. Non-White passengers — From bus terminus at corner of Breite- and Kaiser Wilhelm Streets, Swakopmund to Bantu location bus terminus, Swakopmund via Bahnhof-, Garnison-, Schlosser- and Feld Streets and return via the same route. (Distance 3,2 km.)

Scale of charges:

2c per passenger per kilometre.

Minimum tariff: 15c.

Time-Table in respect of paragraphs 3, 4 and 5:

Depart terminus in Townships:

Mondays to Fridays:

06h35 with 30 minutes intervals until 12h35.

14h05 with 30 minutes intervals until 18h35.

Saturdays:

Depart terminus in Townships:

06h35 with 30 minutes intervals until 13h55.

Mondays to Fridays:

Depart terminus: (between 1st Street West and 4th Street West).

06h51 with 30 minutes intervals until 12h50.

14h21 with 30 minutes intervals until 18h20.

Saturdays:

Depart terminus: (between 1st Street West and 4th Street West).

06h51 with 30 minutes intervals until 13h30.

Additional trips as and when required.

- 6. Non-White passengers and their personal effects — Between Walvis Bay and Swakopmund.

Scale of charges:

Return ticket — R1,50 Single ticket — R1,00

Children 3-12 years — half price.

Time-Table in respect of paragraph 6:

Depart Walvis Bay Depart Swakopmund

06h30 07h15

17h45 18h30

Additional trips as and when required.

B.

Vanaf busstop No. 1 (Terminus) wat in Duinstraat geleë is (net Noord van die Total garage) verloop die roete met Duinstraat na busstop No. 2 ook in Duinstraat vanwaar dit voortgaan tot en met die T-aansluiting van Koedoestraat en Duinstraat en na regs verloop in Koedoestraat tot by die kruising van Koedoe- en Flamingostraat vanwaar die roete na links verloop met Flamingostraat tot en met die T-aansluiting van Flamingo- en Albatrosstraat en na regs verloop met Albatrosstraat tot by busstop No. 3 wat regoorkant die hotel in Albatrosstraat geleë is. Vanaf busstop No. 3 verloop die roete met Albatrosstraat tot by die kruising van Albatros- en Pelicanstraat vanwaar die roete na links verloop met Pelicanstraat. Kruisstraat kruis en verloop met Pelicanstraat tot en met die hoek van Pelican- en Pleinstraat vanwaar die roete na links verloop met Pleinstraat tot by busstop No. 4 wat langs die N.G. Kerk in Pleinstraat geleë is. Vanaf busstop No. 4 in Pleinstraat verloop die roete met Pleinstraat tot by T-aansluiting van Excelsiorstraat en gaan voort met Excelsiorstraat tot by busstop No. 5 wat regvoor huis 521 geleë is. Vanaf busstop No. 5 in Excelsiorstraat verloop die roete met Excelsiorstraat, kruis Chepstonestraat en gaan voort met Excelsiorstraat tot by busstop No. 6

(regvoor huis No. 470) vanwaar die roete verloop tot by die Y-aansluiting van Excelsiorstraat en Atlantisstraat en na regs met Atlantisstraat verloop tot by die T-aansluiting van Atlantisstraat en Chepstonestraat en na links verloop met Chepstonestraat tot by busstop No. 7 (regvoor huis No. 438) in Chepstonestraat. Vanaf genoemde busstop No. 7 verloop die roete met Chepstone tot by die T-aansluiting van Chepstonestraat en Pleinstraat vanwaar die roete na links met Pleinstraat verloop tot by die kruising van Pleinstraat en Strandstraat en na regs verloop met Strandstraat tot by busstop No. 8 (regvoor huis No. 331) in Strandstraat. Vanaf busstop no. 8 in Strandstraat verloop die roete met Strandstraat en kruis Kruisstraat en verloop verder met Strandstraat en kruis Albatrosstraat en verloop tot by busstop No. 9 (regoor huis 628) in Strandstraat. Vanaf busstop No. 9 in Strandstraat verloop die roete met Strandstraat kruis Duinstraat en verloop na die kruising met die verbindingspad tussen Narraville en Walvisbaai tot by die T-Aansluiting van 9th Street in Walvisbaai en die verbindingspad tussen Narraville en Walvisbaai, en vanaf hierdie T-aansluiting verloop die roete na links met 9th Street, kruis Grand Avenue en verloop verder met 9th Street en kruis die straat wat op die aangehegte roetekaart gemerk is as Circumferential Road en verloop verder met 9th Street, kruis 18th Road tot by busstop No. 10 in 9th Street. Vanaf busstop no. 10 in 9th Street verloop die roete met 9th Street en kruis agtereenvolgens 17th Road, 16th Road, 15th Road, 14th Road en 13th Road tot by busstop No. 11 en 9th Street verloop die roete met 9th Street kruis agtereenvolgens 12th Road, 11th Road en 10th Road en verloop met 9th Street tot en met die kruising van 9th Street en 9th Road vanwaar die roete na regs verloop met 9th Road, 8th Street kruis en verloop met 9th Road tot en met die kruising van 9th en 7th Street vanwaar die roete na regs verloop met 7th Street tot en met busstop No. 12 in 7th Street, vanwaar die roete verloop met 7th Street tot en met die kruising van 7th Street en 10th Road. Vanaf laasgenoemde kruising verloop die roete na regs met 10th Road en kruis 8th Street en verloop met 10th Road tot en met die kruising van 10th Road en 9th Street vanwaar die roete na links met 9th Street verloop en 11th Road en 12th Road agtereenvolgens kruis en voortgaan met 9th Street tot by busstop No. 13 in 9th Street. Vanaf busstop No. 13 in 9th Street verloop die roete met 9th Street en kruis agtereenvolgens 13th Road, 14th Road, 15th Road, 16th Road en 17th Road en word voortgesit na laasgenoemde kruising tot en met busstop no. 14 in 9th Street. Vanaf genoemde busstop No. 14 verloop die roete met 9th Street, kruis agtereenvolgens 18th Road, voorgenoemde Circumferential Road en Grand Avenue. Vanaf laasgenoemde kruising word die roete voortgesit met 9th Street tot en met die T-aansluiting van 9th Street en die verbindingspad tussen Walvisbaai en Narraville en vanaf genoemde T-aansluiting verloop die roete na regs met die verbindingspad tussen Walvisbaai en Narraville tot en met die kruising van die genoemde verbindingspad en Duinstraat in Narraville. Vanaf laasgenoemde kruising

verloop die roete na links tot en met die Terminus wat ook busstop No. 1 is in Duinstraat, Narraville.

780629 OP 486 – MARIENTAL (2) S.C. Burger & H. G. Horn H/A Hardap Vervoerkontraakteurs – Mariental; Vervanging van voertuig (3) SN 1910 – v/m – 5 000 kg. (4) en (5) Soos per die aangehegte bylae “A”.

“A”.

1. Goedere ingesluit lewende hawe, behorende aan Blankes ten behoeve van Blankes; (a) Binne die munisipale gebied van Mariental (b) Binne die landdrosdistrik van Mariental met die bepaling dat geen goedere opgelaaï mag word op 'n plek binne 'n strook van 10 (tien) km weerskante van 'n spoorweg, of gereelde padvervoerdienste ten opsigte waarvan 'n motortransportsertifikaat bestaan indien sodanige goedere op 'n ander plek geleë binne 'n strook van 10 (tien) km weerskante van dieselfde spoorweg of padvervoerdienste of enige ander spoorweg of gereelde padvervoerdienste wat 'n skakel met sodanige spoorweg of padvervoerdienste vorm, afgelaai moet word nie, indien gemelde dienste sodanige plekke bedien of bereid is om sodanige plekke te bedien.
2. Sand, klip, grond, bakstene, kraalmis en vuurmaakhout behorende aan Blankes binne die landdrosdistrik van Mariental.

780629 OP 496 – WINDHOEK (2) P. C. van Wyk – Khomasdal; Oordrag vanaf D. G. de Vos (3) SW 37949 – motor – 5 passasiers (4) en (5) Soos per die aangehegte bylae “A”.

A.

Nie meer dan 5 (vyf) nie-blanke passasiers en hulle persoonlike besittings en voedsel bedoel vir hulle eie gebruik op *bona fide* taxiritte nie – Binne die munisipale gebied van Windhoek.

780629 OP 510 – WALVISBAAI (2) S. W. Green – Walvisbaai; Vervanging van voertuig (Wysiging van permit) (3) SV 1102 – motor – 5 persone (4) Nie meer as 5 (vyf) Nie-blanke passasiers en hulle persoonlike bagasie en enige voedsel en drank bedoel vir hulle eie gebruik op ritte (5) Binne die munisipale gebied van Walvisbaai.

780630 OP 526 – WINDHOEK (2) Oamites Mining Company (Pty) Ltd. – Windhoek; Replacement of vehicle (3) SW 49262 – Truck – 5 835 kg. (4) Own Bantu employees and their personal belongings if no charge is made for such conveyance. (5) From Windhoek railway station to Oamites Mine Hostel.

780630 OP 546 – GROOTFONTEIN (2) C. Kavatja – Grootfontein; Bykomende voertuig (3) SF 2722 – motor – 5 passasiers (4) Nie-blanke huurmotorpassasiers (drywer ingesluit) en hulle persoonlike bagasie op *bona fide* taxiritte nie – (5) Binne Grootfontein

munisipale gebied. *Tydtabel*: Op aanvraag. *Tariewe*: 20c per persoon per kilometer of gedeelte daarvan.

780703 OP 550 — KATUTURA (2) E. J. Ndjaronguru — WINDHOEK Laat hernuwing (3) SW 49169 — motor — 6 passasiers (4) Bantoe- en Kleurling huurmotorpassasiers en hulle persoonlike bagasie (5) Binne die munisipale gebied van Windhoek.

780704 OP 551 — OWAMBO (2) W. Iyambo — Ruacana; Eerste aansoek (3) SW 24291 — Bus — 12 persone en een bus van 24 persone aangekoop te word. (4) Blanke en Nie-blanke persone en hulle persoonlike bagasie en pakette. (5) Soos per die aangehegte bylae "A".

AANHANGSEL "A"

DINSDAG

Stasie	Tyd van afreis	Stasie	Tyd van aankoms	Tarief
Oruacana	7.30 vm	Eunda	9.00 vm	60c
Eunda	9.30 vm	Ombalantu	11.00 vm	70c
Ombalantu	11.30 vm.	Oshikuku	12.30 nm.	80c
Oshikuku	1.00 nm.	Oshakati	1.30 nm.	80c
Oshakati	2.00 nm.	Ondangwa	3.00 nm.	90c

MAANDAG

Ondangwa	6.00 vm.	Oshakati	7.00 vm.	90c
Oshakati	7.30 vm.	Oshikuku	8.30 vm.	80c
Oshikuku	9.00 vm.	Ombalantu	10.00 vm.	80c
Ombalantu	10.30 vm.	Eunda	11.30 vm.	70c
Eunda	12.00 vm.	Ruacana	1.30 nm.	60c

WOENSDAG

Oruacana	7.30 vm.	Eunda	9.00 vm.	60c
Eunda	9.30 vm.	Ombalantu	11.00 vm.	70c
Ombalantu	11.30 vm.	Oshikuku	12.30 nm.	80c
Oshikuku	1.00 nm.	Oshakati	1.30 nm.	80c
Oshakati	2.00 nm.	Ondangwa	3.00 nm.	90c

VRYPDAG

Ondangwa	6.00 vm.	Oshakati	7.00 vm.	90c
Oshakati	7.30 vm	Oshikuku	8.30 vm.	80c

Oshikuku	9.00 vm.	Ombalantu	10.00 vm.	80c
Ombalantu	10.30 vm.	Eunda	11.30 vm.	70c
Eunda	12.00 vm.	Ruacana	1.30 nm.	60c

780706 OP 554 — DAMARALAND (2) J. Tsuseb — Kamanjab; Vervanging van voertuig (3) Een voertuig aangekoop te word (4) Nie-blanke persone en hulle persoonlike bagasie op *bona fide* taxiritte. (5) Binne Damaraland.

780706 OP 555 — WINDHOEK (2) A. S. Collins — Windhoek; Vervanging van voertuig (3) SW 15151 — Bus — 8 persons (4) Not more than eight persons (driver included) per single trip as well as their personal luggage, camping equipment, boat and outboard motor. (5)(i) From Windhoek to Walvis Bay via Okahandja, Karibib, Usakos and Swakopmund. (5)(ii) From Windhoek to Hardapdam via Rehoboth and Kalkrand; and (5)(iii) From Windhoek to Sertarius von Bach Dam for camping and recreational purposes only and return via the same routes. (Trips to be undertaken on Fridays, Saturdays, Sundays, Mondays and public holidays).

780707 OP 556 — OMARURU — & OUTJO Landdrosdistrikte (2) P. G. L. van Blerk H/A Ermo Hunting Ranch — Plaas Ermo No. 646 geleë binne Outjo Landdrosdistrik; Nuwe aansoek (3) Een voertuig aangekoop te word. (4)(a) Trofeejagters en hulle persoonlike bagasie. (5)(a)(i) Vanaf J. G. Strijdom Lughawe na plaas Ermo No. 646 distrik Outjo. (5)(a)(ii) Vanaf plaas Epako No. 40, Omaruru landdrosdistrik na Plaas Ermo No. 646, Outjo landdrosdistrik en terug. (5)(a)(iii) Vanaf plaas Ermo no. 646 geleë binne Outjo landdrosdistrik na jagplase geleë binne Suidwes-Afrika en terug. (4)(b) Trofeejagters en hulle persoonlike bagasie en trofee. (5)(b) Vanaf plaas Ermo No. 646 geleë binne Outjo landdrosdistrik na J.G. Strijdom Lughawe.

NOTICE OF LOST OR DESTROYED LIFE POLICIES

NAME AND ADDRESS OF INSURER	POLICY NUMBER	DATE EFFECTED	AMOUNT INSURED	LIFE INSURED	POLICY OWNER
The Prudential Assurance Co. of South Africa Limited P.O. Box 1097 JOHANNESBURG	5975439	3/1960	R2000	WOLFGANG RABE	WOLFGANG RABE

VERLORE LEWENSVERSEKERINGSPOLISSE
(Artikel 64 van die Versekeringswet, Wet no. 27 van 1943, soos gewysig)

Kennis geskied hiermee dat bewys van die verlies of vernietiging van die polisse hieronder vermeld, aan die

LOST LIFE ASSURANCE POLICIES
(Section 64 of the Insurance Act, Act No. 27 of 1943, as amended)

Notice is hereby given that evidence of the loss or destruction of the policies mentioned below has been

Versekeraar gelewer is, en enige persoon wat in besit van enige van hierdie polisse is, of aanspraak daarop maak dat hy belang daarby het, moet onmiddellik per aangetekende pos met die Versekeraar in verbinding tree. By gebreke aan sodanige mededeling sal gewaarmerkte afskrifte van die polisse (wat die enigste bewys van die kontrak sal wees) aan die eenaars uitgereik word ingevolge die regulasies gepromulgeer kragtens die Wet.

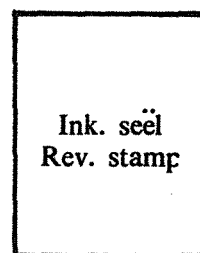
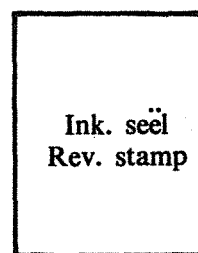
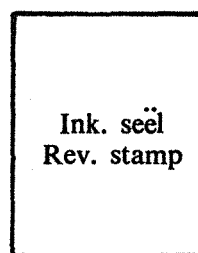
submitted to the Assurer, and any person in possession of any of these policies, or claiming to have any interest therein, should communicate immediately by registered post with the Assurer. Failing any such communication, certified copies of the policies (which will be the sole evidence of the contract) will be issued to the owners in terms of the regulations framed under the Act.

Polisnommer Policy Number	Datum van polis Date of policy	Versekerde bedrag Sum assured	Versekerde Lewe Life Assured	Eienaar, indien nie die Versekerde Lewe nie. Owner if other than Life Assured.
4151966	1-8-1970	R12 000,00	S. D. J. HUMAN	
4151243	1-9-1969	R18 000,00	S. D. J. HUMAN	

**Naam en adres van Versekeraar: AFRICAN EAGLE-
LEWENSVERSEKERINGSGENOOTSKAP
BEPERK POSBUS 1114 JOHANNESBURG 2000**
Name and address of Assurer: AFRICAN EAGLE
LIFE ASSURANCE SOCIETY LTD. P.O. BOX 1114
JOHANNESBURG 2000

Datum/Date Verw./Ref. K

Kennisgewing vir publikasie in die Staatskoerant op 15
Augustus
Notice for publication in the Government Gazette on 15
August 1978.



KENNISGEWING VAN OORDRAG VAN BESIGHEID

Kennis word hiermee gegee dat daar by die eersvolgende Sitting van die Handelslisensiehof te Swakopmund aansoek gedoen sal word vir die oordrag van die Algemene Handelaarslisensies (Groot- en kleinhandel) tans gehou deur Jan Hendrik Viljoen wie handel dryf onder die naam en styl van MIDSWA AGENCIES op Erf 278, Breitestraat, Swakopmund aan MIDSWA AGENCIES (EDMS) BPK wie besigheid sal dryf onder dieselfde naam en styl op dieselfde perseel.

Gedateer te SWAKOPMUND hierdie 24ste dag van Julie 1978.

(Get.) H. C. KINGHORN
SCHAAF & LIEBENBERG
Prokureurs vir die partye
Kaiser Wilhelmstraat
Posbus 25
SWAKOPMUND.

KENNISGEWING VAN OORDRAG VAN BESIGHEID

Geliewe kennis te neem dat 14 dae na publikasie hiervan, aansoek gedoen sal word by die Handelslisensiehof vir die distrik van Karibib gehou te Usakos vir die oordrag van Algemene Handelaarslisensie en Restaurantlisensie tans gehou deur H. M. A. CALLAGHAN op Erf 40, restant erf 40 & 41, Usakos, wie handel gedryf het as SNUFFEL EN SNUIF aan PHILADELPHIA LORRAINE MEYER wie op dieselfde perseel vir haar eie rekening sake sal doen onder dieselfde naam en styl.

Gedateer te SWAKOPMUND hierdie 21ste dag van JULIE 1978.

Get. (H. C. KINGHORN)
SCHAAF & LIEBENBERG
Prokureurs namens Applikant
Kaiser Wilhelmstraat
Posbus 25
SWAKOPMUND

IN DIE BOEDEL VAN:

WYLE SCHALK WILLIAM OLIVIER
gebore op 17 Oktober 1933

EN LANGSLEWENDE EGGNOTE

STEPHANE CRAWEN OLIVIER
(gebore VAN DER WESTHUIZEN)

van ORANJEMUND (boedel Nr. 528/88)

Die Eerste en finale likwidasië en distribusie rekening in die bogenoemde boedel sal ter insae lê in die kantoor van die Meester van die Hooggeregshof, Windhoek en 'n duplikaat daarvan in die kantoor van die Landdros, Oranjemund vir 'n tydperk van 21 dae gereken vanaf datum van publikasie hiervan.

GETEKEN TE WINDHOEK OP HEDE DIE
31STE DAG VAN JULIE 1978.

D. J. SCHOLTZ & DE WIT
Van der Stelstraat 12
Posbus 35
SPRINGBOK.

KENNISGEWING VAN OORGAWES VAN
SKULDENAAR SE BOEDEL

Hiermee word kennis gegee dat op die 15de dag van September 1978 om 10 00 voormiddag, of so spoedig daarna as wat die saak verhoor kan word, by die Suidwes-Afrika Afdeling van die Hooggeregshof, aansoek gedoen sal word om aanname van die oorgawe van die boedel van PETRUS JOHANNES KOTZE KOEGELEMBERG, 'n Blanke verkoopsman van Gobabisweg No. 86, Windhoek, voorheen 'n boer van die Plaas Volmoed Nr. 446, Distrik Outjo in die gebied Suidwes-Afrika en dat sy vermoëstaat op die kantoor van die Meester van die Hooggeregshof te Windhoek (en op die kantore van die Landdros te Outjo en Otjiwarongo) ter insae sal lê gedurende 'n termyn van 14 (veertien) dae vanaf die 16de dag van Augustus 1978.

Gedateer te Windhoek hierdie 7de dag van Augustus 1978.

R. OLIVIER & KIE
Prokureurs ens.
Atlantisgebou
Moltkestraat
Posbus 2198
WINDHOEK
9100

IN THE SUPREME COURT OF SOUTH AFRICA
(SOUTH WEST AFRICA DIVISION)

In the Ex Parte Application of:

ALBERT JACKIE JACOBSEN

NOTICE OF SURRENDER OF ESTATE

Be pleased to take notice that application will be made in the Supreme Court of South Africa, South West Africa Division on the 8th September, 1978, at 10 h 00 for the surrender of the Estate of ALBERT JACKIE JACOBSEN of 37, Bahnhof Street, Windhoek, trading as RITE PRICE STORE and that a statement of his affairs will lie for inspection at the office of the Master of the Supreme Court, Windhoek for a period of 14 days from the 17th August 1978.

Signed at Windhoek on this 3rd day of August 1978.

H. J. VAN BILJON & CO
Attorneys for Applicant
6th Floor, Allied Building
WINDHOEK.

To: The Master of the Supreme Court
Windhoek.

KENNISGEWING VAN OORGAWES VAN
SKULDENAAR SE BOEDEL

Hiermee word kennis gegee dat op die 15de dag van September 1978 om 10.00 voormiddag, of so spoedig daarna as wat die saak verhoor kan word, by die Suidwes-Afrika Afdeling van die Hooggeregshof, aansoek gedoen sal word om aanname van die oorgawe van die boedel van CHRISTIAAN GERT MYNHARDT 'n blanke verkeersinspekteur van 3de Laan, nuwe uitbreiding, Erf 623, Okahandja, in die gebied van Suidwes-Afrika, en dat sy vermoëstaat op die kantoor van die Meester van die Hooggeregshof te Windhoek (en op die kantoor van die Landdros, Okahandja) ter insae sal lê gedurende 'n termyn van 14 (veertien) dae vanaf die 16de dag van Augustus 1978.

Gedateer te Windhoek hierdie 7de dag van Augustus 1978.

R. OLIVIER & KIE
Prokureurs ens.
Atlantisgebou
Moltkestraat
Posbus 2198
WINDHOEK
9100

KENNISGEWING VAN OORDRAG VAN BESIGHEID

Kennis word hiermee gegee dat daar by die eerskomende sitting van die Handelslisensiehof te Walvisbaai aansoek gedoen sal word vir die oordrag van die Algemene Handelaars- en Patente en Eiendoms Medisyne lisensies tans gehou deur WILLI ZEMMER wie handel dryf onder die naam en styl van OSHITORA ONAUA op ERF 672, 12de Weg 36, Walvisbaai aan BERNHARD OTTO RIEDEL EN MONIKA GERTRAUD RIEDEL wie handel sal dryf in vennootskap onder dieselfde naam en styl op dieselfde perseel.

GEDATEER TE WALVISBAAI HIERDIE 2DE DAG VAN AUGUSTUS 1978.

LORENTZ & BONE,
(Get.) G. W. H. Wohlers,
Posbus 888,
WALVISBAAI.

KENNISGEWING VAN OORDRAG VAN BESIGHEID

Kennis geskied hiermee dat veertien dae na publikasie hiervan, aansoek gedoen sal word by die Landdros, Windhoek vir die oordrag van die ALGEMENE HANDELAARSLISENSIE tans gehou deur FRANCISCUS HUBERTUS KAAÿK wat handel dryf onder die naam HOWARD'S te Erf 242, John Meinertstraat, Windhoek aan HEIDE-MARIE KAAÿK en HEINRICH-BERNHARD HEINZ wat op dieselfde persele en onder dieselfde naam vir hul eie rekening besigheid sal doen.

Geteken te WINDHOEK op hierdie 1ste dag van AUGUSTUS 1978

Prokureur vir Applikant
HENNIE JACOBS & KIE
5de Vloer Swabanksentrum
Posbus 20560
WINDHOEK.

KENNISGEWING VAN OORGAWES VAN SKULDENAAR SE BOEDEL

Hiermee word kennis gegee dat op die 15de dag van September 1978 om 10.00 voormiddag, of so spoedig daarna as wat die saak verhoor kan word, by die Suidwes-Afrika Afdeling van die Hooggeregshof, aansoek gedoen sal word om aanname van die oorgawe van die boedel van GERT ELS, Persoonsnommer 3805235032009, wie handel gedryf het as OOSTELIKE LANDBOUDIENSTE en tans woonagtig te Rugbystraat 79, Gobabis, in die Gebied

Suidwes-Afrika, en dat sy vermoëstaat op die kantoor van die Meester van die Hooggeregshof te Windhoek (en op die kantoor van die Landdros, Gobabis) ter insae sal lê gedurende 'n termyn van 14 (veertien) dae vanaf die 16de dag van Augustus 1978.

Gedateer te Windhoek hierdie 7de dag van Augustus 1978.

R. OLIVIER & KIE
Prokureurs ens.
Atlantisgebou
Moltkestraat
Posbus 2198
WINDHOEK.
9100

KENNISGEWING VAN OORDRAG VAN BESIGHEID

Kennis word hiermee gegee dat daar by die eersvolgende sitting van die Handelslisensiehof te Grootfontein aansoek gedoen sal word vir die oordrag van die Slagter Kleinhandel lisensie gehou deur JOHANNES NICOLAAS WILLEM BARKHUIZEN aan ROYAL OTTO, wat handel sal dryf onder die naam "GROOTFONTEIN SLAGHUIS" vir sy eie rekening op Erf 37, GROOTFONTEIN.

GETEKEN te GROOTFONTEIN hierdie 24ste dag van JULIE 1978.

MICHAU & GERTENBACH
Prokureurs vir Applikant
Posbus 43
GROOTFONTEIN.

NOTICE OF TRANSFER OF BUSINESS

Notice is hereby given that an application will be made to the next sitting of the Licensing Board for the Transfer of the under-mentioned licence from G. Böhlke carrying on business under the name of ADLER APOTHEKE on Erf No. R/860 No. 14, Kaiser Wilhelm Street to Ingrid U. Lohmann and Helmut F. G. Niemeyer who will carry on business under the same name:

General Dealer
(restricted to commodities which are usually sold by chemists)

G. W. H. WOHLERS
LORENTZ & BONE
11 Post Street
Ludwig Schroeder Building
P.O. Box 646
SWAKOPMUND

**KENNISGEWING VAN OORDRAG VAN LI-
SENSIES**

Geliewe kennis te neem dat 14 dae na publikasie van hierdie kennisgewing daar by die Handelslisensiehof, Usakos, vir die Distrik van Karibib aansoek gedoen sal word vir die oordrag van die Tabak verkope by kleinmaat en Suiet en Mineralewater Handelaarslisensie, tans gehou deur PETER LANG wie handel dryf te Bahnhof Hotel te Erf 20, 21A, 21B, 22 en 24 Usakos, na ANDRIES ERNST DE WET, wie handel sal dryf op dieselfde persele onder dieselfde naam en styl.

C. L. DE JAGER & VAN NIEKERK
Prokureurs vir Applikant
Posbus 224,
WALVISBAAI.
