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PRETORIA, 2 DECEMBER 1966.
2 DESEMBER

[No. 1603.

PROCLAMATION

BY THE STATE PRESIDENT OF THE REPUBLIC OF
SOUTH AFRICA.

No. R. 338, 1966.]

RESERVATION OF AREAS FOR BANTU OCCUPATION OR OWNERSHIP IN TOWNS IN THE TRANSKEIAN TERRITORIES.—AMENDMENT OF PROCLAMATION No. R. 336 OF 1965.

Under and by virtue of the powers vested in me by section 60, read with section 70 (3), of the Transkei Constitution Act, 1963 (Act No. 48 of 1963), I hereby amend Proclamation No. R. 336 of 1965, as amended by Proclamation No. R. 76 of 1966, in accordance with the accompanying Schedule.

Given under my Hand and the Seal of the Republic of South Africa at Pretoria on this Fifteenth day of November, One thousand Nine hundred and Sixty-six.

C. R. SWART,
State President.

By Order of the State President-in-Council.

M. C. BOTHA,
R.145/14.

SCHEDULE.

In Schedule C to Proclamation No. R. 336 of 1965—

- in the column opposite the heading "2 Butterworth" insert after the figures "312", the figures "313"; insert after the figures "409", the figures "410"; insert after the figures "349", the figures "350" and "351";
- in the column opposite the heading "4 Engcobo" substitute the following words and figures: "Lots Nos. 1 to 28, portions of Erf No. 88 known as Clarkia Estate" for the figures "1", "2", "3", "4", "5", "6", "7", "8", "9", "10", "11", "12", "13", "14", "15", "16", "17", "18", "19", "20", "21", "22", "23", "24", "25", "26", "27", "28";
- in the column opposite the heading "10 Qumbu" substitute for the figures "37" and "39" the following words and figures: "Portion 1 of Erf No. 37 and the remainder of Erf No. 37"; and insert after the figures "96", the figures "108"; and
- in the column opposite the heading "13 Umtata" insert after the figures "244", the following figures and words: "245 (portion of Erf No. 219)"; insert after the figures "562", the figures "563"; insert after the figures "635", the figures "637"; insert after the figures "643", the figures "644"; insert after the figures "1888", the figures "1889" and "1890"; and insert after the figures "1899", the figures "1901" and "1902".

PROKLAMASIE

VAN DIE STAATSPRESIDENT VAN DIE REPUBLIEK VAN
SUID-AFRIKA.

No. R. 338, 1966.]

RESERVERING VAN GEBIEDE IN DORPE BINNE DIE TRANSKEISE GEBIEDE VIR OKKUPASIE OF BESIT DEUR BANTOEPERSONE.—WYSIGING VAN PROKLAMASIE No. R. 336 VAN 1965.

Kragtens die bevoegdheid my verleen by artikel 60, gelees met artikel 70 (3) van die Transkeise Grondwet, 1963 (Wet No. 48 van 1963), wysig ek hierby Proklamasie No. R. 336 van 1965, soos gewysig deur Proklamasie No. R. 76 van 1966, coreenkomstig bygaande Bylae.

Gegee onder my Hand en die Seël van die Republiek van Suid-Afrika te Pretoria, op hede die Vyftiende dag van November Eenduisend Negehoonderd Ses-en-sestig.

C. R. SWART,
Staatspresident.

Op last van die Staatspresident-in-rade.

M. C. BOTHA,
R.145/14.

BYLAE.

In Bylae C van Proklamasie No. R. 336 van 1965—

- in die kolom teenoor die hoof "2 Butterworth" voeg in na die syfers "312", die syfers "313"; voeg in na die syfers "409", die syfers "410"; voeg in na die syfers "349", die syfers "350" en "351";
- in die kolom teenoor die hoof "4 Engcobo" vervang die syfers "1", "2", "3", "4", "5", "6", "7", "8", "9", "10", "11", "12", "13", "14", "15", "16", "17", "18", "19", "20", "21", "22", "23", "24", "25", "26", "27", "28" met die volgende woorde en syfers: "Persele Nos. 1 tot 28, gedeeltes van Erf No. 88 bekend as Clarkia Estate";
- in die kolom teenoor die hoof "10 Qumbu", vervang die syfers "37" en "39" met die volgende woorde en syfers "Gedeelte 1 van Erf No. 37 en die restant van Erf No. 37"; en voeg in na die syfers "96", die syfers "108"; en
- in die kolom teenoor die hoof "13 Umtata", voeg in na die syfers "244" die volgende syfers en woorde "245 (gedeelte van Erf No. 219)"; voeg in na die syfers "562" die syfers "563"; voeg in na die syfers "635" die syfers "637"; voeg in na die syfers "643" die syfers "644"; voeg in na die syfers "1888" die syfers "1889" en "1890"; en voeg in na die syfers "1899" die syfers "1901" en "1902".

GOVERNMENT NOTICES.

DEPARTMENT OF CUSTOMS AND EXCISE.

No. R. 1911.] [2 December 1966.
CUSTOMS AND EXCISE ACT, 1964.—AMENDMENT
OF SCHEDULE No. 3 (No. 3/77).

I, THEOPHILUS EBENHAEZER DÖNGES, Minister of Finance, acting in terms of the powers vested in me by section 75 of the Customs and Excise Act, 1964, hereby amend Schedule No. 3 to the said Act to the extent set out in the Schedule hereto.

T. E. DÖNGES,
Minister of Finance.

GOEWERMENSKENNISGEWINGS.

DEPARTEMENT VAN DOEANE EN AKSYNS.

No. R. 1911.] [2 Desember 1966.
DOEANE-EN-AKSYNSWET, 1964.—WYSIGING VAN
BYLAE No. 3 (No. 3/77).

Ek, THEOPHILUS EBENHAEZER DÖNGES, Minister van Finansies, handelende kragtens die bevoegdheid my verleen by artikel 75 van die Doeane-en-Aksynswet, 1964, wysig hierby Bylae No. 3 van genoemde Wet in die mate in die Bylae hiervan aangetoon.

T. E. DÖNGES,
Minister van Finansies.

SCHEDULE.

I Item	II Tariff Heading and Description	III Extent of Rebate
311.21	By the insertion after paragraph (2) of tariff heading No. 56.07.63 of the following: “(3) Of synthetic fibres mixed with cotton and of a f.o.b. price per lb. exceeding 90c, for the manufacture of under garments (excluding nightdresses, pyjama suits and shirts, including collars)	Full duty less 10% ”
311.25	By the insertion after tariff heading No. 55.09 of the following: “56.07.63 Poplin of synthetic fibres mixed with cotton and of a f.o.b. price per lb. exceeding 90c, for the manufacture of foundation garments	Full duty less 10% ”

NOTE.—Provision is made for a rebate of duty, to the extent indicated, on the fabrics mentioned, for the manufacture of certain under garments and of foundation garments. This provision will be withdrawn on 30th December, 1966.

BYLAE.

I Item	II Tariefpos en Beskrywing	III Mate van Korting
311.21	Deur na paragraaf (2) van tariefpos No. 56.07.63 die volgende in te voeg: „ (3) Van sintetiese vesels gemeng met katoen en met 'n prys v.a.b. per lb. van meer as 90c, vir die vervaardiging van onderklere (uitgesonderd nagrokke, slaappakke en hemde, met inbegrip van boordjies)	Volle reg min 10% ”
311.25	Deur na tariefpos No. 55.09 die volgende in te voeg: „ 56.07.63 Popelien van sintetiese vesels gemeng met katoen en met 'n prys v.a.b. per lb. van meer as 90c, vir die vervaardiging van vormdrag	Volle reg min 10% ”

OPMERKING.—Voorsiening word gemaak vir 'n korting van reg, in die mate aangetoon, op vermelde stowwe, vir die vervaardiging van sekere onderklere en van vormdrag. Hierdie voorsiening sal op 30 Desember 1966 ingetrek word.

DEPARTMENT OF TRANSPORT.

No. R. 1930] [2 December 1966.
DEPARTMENT OF TRANSPORT.

THE TONNAGE REGULATIONS, 1966.

The Minister of Transport has, under the provisions of section 356 (1) of the Merchant Shipping Act, 1951 (Act No. 57 of 1951), as amended, repealed the Tonnage Regulations, 1961, promulgated by Government Notice No. R. 900, dated 27th October, 1961, and has in terms of the said section, made the regulations contained in the Schedule hereto, with effect in each case from the date of promulgation hereof.

DEPARTEMENT VAN VERVOER.

No. R. 1930.] [2 Desember 1966.
DEPARTEMENT VAN VERVOER.

DIE TONNEMAATREGULASIES, 1966.

Die Minister van Vervoer het, kragtens die bepalings van artikel 356 (1) van die Handelskeepvaartwet, 1951 (Wet No. 57 van 1951), soos gewysig, die Tonnemaatregulasies, 1961, afgekondig by Goewermenskennisgewing No. R. 900 van 27 Oktober 1961, herroep en kragtens genoemde artikel die regulasies in bygaande Bylae vervat, uitgevaardig, met ingang in beide gevalle vanaf die datum van afkondiging hiervan.

THE SCHEDULE.

ARRANGEMENT OF REGULATIONS.

Regulation.
No.

1. Title of these regulations.
2. Interpretation.
3. Application.
4. Measurement of ships.
5. Gross tonnage.
6. Underdeck tonnage.
7. Space between decks.
8. Permanent closed-in spaces.
9. Exempted spaces between decks.
10. Tonnage marks.
11. General exemptions.
12. Deductions for ascertaining net tonnage.
13. Marking of deductible spaces.
14. Tonnage certificates.
15. Penalties.
16. Fees for measurement of ships.

ANNEXES.

Annex 1.—Rules for the measurement of tonnage.

Annex 2.—Form and position of the tonnage mark.

Annex 3.—Fees for tonnage measurement.

Annex 4.—Tonnage Certificate.

TITLE OF THESE REGULATIONS.

1. These regulations are called the Tonnage Regulations, 1966.

* INTERPRETATION.

2. In these regulations the expression "the Act" means the Merchant Shipping Act, 1951 (Act No. 57 of 1951), and, unless the context otherwise indicates, any expression used in these regulations to which a meaning has been assigned in the Act, bears the meaning so assigned, and

"approved" means approved by the Secretary;

"continuous deck" means a deck which extends in a fore and aft direction at least between peak bulkheads, is continuous athwartship and is fitted as an integral and permanent part of the ship's structure, provided that interruptions in way of propelling machinery space openings, ladder and stairway openings, trunks, chain lockers, cofferdams, hatch and ventilation trunks which do not extend longitudinally and completely between main transverse bulkheads or transverse steps not exceeding a total height of 48 inches, shall not be deemed to break the continuity;

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

"uppermost complete deck" means the deck exposed to sea and weather which is continuous between stem and stern and has permanent means of closing all openings in the weather portions thereof, provided that all openings in the sides of the ship below the deck are fitted with permanent means of watertight closing, other than any openings situated abaft a transverse watertight bulkhead placed aft of the rudder stock;

"tonnage deck" means the second deck in the case of a ship which has more than one continuous deck, and in the case of any other ship the uppermost complete deck;

"second deck" means the next continuous deck below the uppermost complete deck;

"upper deck" means the uppermost complete deck.

* For the purposes of these regulations, the Minister has designated the following officers as "proper officers" in the Republic:—

At Cape Town, Durban, Port Elizabeth, Walvis Bay and Saldanha Bay: The Principal Officer of the Marine Division.

At East London, Luderitz, Mossel Bay and Port Nolloth: The Shipping Master.

BYLAE.

INHOUDSOPGAWE.

Regulasie

No.

1. Opskrif van hierdie regulasies.
2. Uitlegging.
3. Toepassing.
4. Opmeting van skepe.
5. Bruto tonnemaat.
6. Onderdekse tonnemaat.
7. Tussendekse ruimte.
8. Permanente ingeslote ruimtes.
9. Vrygestelde tussendekse ruimtes.
10. Tonnemaatmerke.
11. Algemene vrystellings.
12. Aftrekkings vir berekening van netto tonnemaat.
13. Merk van aftrekbare ruimtes.
14. Tonnemaatsertifikate.
15. Strafbepalings.
16. Gelde vir opmeting van skepe.

BYLAES.

Bylae 1.—Reëls vir die berekening van tonnemaat.

Bylae 2.—Vorm en plek van tonnemaatmerk.

Bylae 3.—Gelde vir berekening van tonnemaat.

Bylae 4.—Tonnemaatsertifikaat.

OPSKRIF VAN HIERDIE REGULASIES.

1. Hierdie regulasies is die Tonnemaatregulasies, 1966.

* UITLEGGING.

2. In hierdie regulasies beteken die uitdrukking „die Wet” die Handelskeepvaartwet, 1951 (Wet No. 57 van 1951) en, tensy uit die samehang anders blyk, het enige uitdrukking waaraan in die Wet ’n betekenis toegeken is, wanneer dit in hierdie regulasies gebruik word, die betekenis aldus toegeken, en beteken—

„goedgekeur” deur die Sekretaris goedgekeur;

„deurlopende dek” ’n dek wat minstens tussen die piek-beskotte na vore en na agter strek, midskeeps deurlopend is en ’n integrale en permanente deel van die skip se struktuur uitmaak, met dien verstande dat onderbrekings in die vorm van aandrywingskrag-ruimtes, leer- en trapopenings, kokers, kettingbakke, kofferdamme, luik- en ventilasiekokers wat nie langskeeps en volledig strek tussen hoofdwarsbeskotte of dwarstrappe van hoogstens altesaam 48 duim, nie geag word die deurlopendheid te onderbreek nie;

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

„heel boonste volledige dek” die dek wat aan see en weer blootgestel is, wat deurlopend is tussen voorstewe en agterstewe en permanente middele het om alle openings in die weerafdelings daarvan te sluit, met dien verstande dat alle openings in die sye van die skip benede die dek uitgerus is met permanente middele om waterdig afgesluit te word, uitgesonderd enige openings wat agter ’n dwars waterdigte beskot geleë is en agter die roerkoning geleë is;

„tonnemaatdek” die tweede dek in die geval van ’n skip wat meer as een deurlopende dek het, en in die geval van enig ander skip die heelboonste volledige dek;

„tweede dek” die volgende deurlopende dek onder die heelboonste volledige dek;

„bodek” die heelboonste volledige dek.

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

Te Kaapstad, Durban, Port Elizabeth, Walvisbaai en Saldanhabaai: Die Eerste Beampte van die Marine-afdeling.

Te Oos-Londen, Luderitz, Mosselbaai en Port Nolloth: Die Koopvaardymeester.

APPLICATION.

3. These regulations apply to—

- (a) every ship registered in the Republic on or after the date of coming into force of these regulations: Provided that any ship registered in the Republic prior to that date may be re-measured in terms of these regulations upon written request to the proper officer by the owner of the ship or his agent;
- (b) every ship ordered by the Minister in terms of section 18 (4) of the Act to be surveyed; and
- (c) every ship, not provided with a certificate of registry or other national papers denoting the tonnage acceptable to the Secretary or proper officer, in respect of which port dues or other charges become payable in terms of the tariff determined by the Railway Administration.

MEASUREMENT OF SHIPS.

4. Whenever in terms of section 16 of the Act a proper officer requires the tonnage of a ship to be ascertained, or where for any other reason it is necessary for the tonnage of a ship to be ascertained, the ship shall be measured in the manner set out in Annex 1.

GROSS TONNAGE.

5. The gross tonnage of a ship shall be the sum of—
- (a) (i) the underdeck tonnage measured in accordance with paragraph 1 of Annex 1; and
 - (ii) the tonnage of the space between the uppermost complete deck and second deck, if any, which is not exempt from measurement; or
 - (iii) the tonnage of the ship measured in accordance with paragraph 2 of Annex 1; and
 - (b) the tonnage of all permanent closed-in spaces on or above the uppermost complete deck which are not exempt from measurement; and
 - (c) the tonnage of the spaces framed in above the tonnage deck for the machinery or for the admission of light and air, if included in the propelling machinery space; and
 - (d) the tonnage of the hatchways leading to spaces included in the gross tonnage after deducting therefrom one half of one per cent of the sum of the tonnages referred to in paragraphs (a), (b) and (c).

UNDERDECK TONNAGE.

6. (1) The measurement of the underdeck tonnage of a ship with clear holds shall be made in accordance with paragraph 1 of Annex 1: Provided that in cases where it is impracticable to measure the spaces below the uppermost complete deck in accordance with the said paragraph, the proper officer may require the measurements to be made in accordance with paragraph 2 of Annex 1, in which case the provisions of regulations 9 and 10 shall not apply.

(2) The owner of a ship measured in accordance with paragraph 2 of Annex 1, or the said owner's agent, may make application in writing to the proper officer to have the ship re-measured in accordance with paragraph 1 of the said Annex, when the holds have been cleared to the satisfaction of the proper officer.

(3) The tonnage of appendages, such as shaft bossings and underdeck projections beyond the extreme points of measurement on the tonnage deck, shall be added to and shall form part of the underdeck tonnage of the ship, provided that steps or breaks shall not be regarded as projections.

SPACE BETWEEN DECKS.

7. The tonnage of the space between the uppermost complete deck and the second deck shall be added to the gross tonnage of the ship, subject to the provisions of regulations 9 and 10.

TOEPASSING.

3. Hierdie regulasies is van toepassing op—

- (a) elke skip wat in die Republiek op of na die datum van inwerkingtreding van hierdie regulasies geregistreer word: Met dien verstande dat enige skip wat voor daardie datum in die Republiek geregistreer is, kragtens hierdie regulasies op die skriftelike versoek aan die bevoegde beampte deur die eienaar van die skip of sy agent heropgemeet kan word;
- (b) elke skip wat kragtens artikel 18 (4) van die Wet op las van die Minister opgemeet moet word; en
- (c) elke skip wat nie van 'n registrasiesertifikaat of ander nasionale dokumente voorsien is wat die tonnemaat aandui wat vir die Sekretaris of bevoegde beampte aanneemlik is nie, ten opsigte waarvan hawegeld of ander gelde betaalbaar word ingevolge die tarief wat deur die Spoorweg-administrasie vasgestel word.

OPMETING VAN SKEPE.

4. Wanneer 'n bevoegde beampte ingevolge artikel 16 van die Wet vereis dat die tonnemaat van 'n skip vasgestel word, of ingeval dit om enige ander rede nodig is om die tonnemaat van 'n skip te bepaal, word die skip opgemeet op die wyse in Bylae 1 uiteengesit.

BRUTO TONNEMAAT.

5. Die bruto tonnemaat van 'n skip is die som van—
- (a) (i) die onderdekse tonnemaat opgemeet ooreenkomstig paragraaf 1 van Bylae 1; en
 - (ii) die tonnemaat van die ruimte tussen die heel boonste volledige dek en tweede dek, as daar een is, wat nie van opmeting vrygestel is nie; of
 - (iii) die tonnemaat van die skip opgemeet ooreenkomstig paragraaf 2 van Bylae 1; en
 - (b) die tonnemaat van alle permanente ingeslote ruimtes op of bokant die heel boonste volledige dek wat nie van opmeting vrygestel is nie; en
 - (c) die tonnemaat van die ruimtes afgeskerm bokant die tonnemaatdek vir die masjinerie of vir die inlating van lig en lug, indien dit in die aandrywingskragruimte ingesluit is; en
 - (d) die tonnemaat van die luikopenings wat lei na ruimtes ingesluit in die bruto tonnemaat nadat helfte van een persent van die som van die tonnemaat, in paragrafe (a), (b) en (c) bedoel, daarvan afgetrek is.

ONDERDEKSE TONNEMAAT.

6. (1) Die opmeting van die onderdekse tonnemaat van 'n skip met leë ruime word ooreenkomstig paragraaf 1 van Bylae 1 gedoen: Met dien verstande dat in gevalle waar dit nie prakties moontlik is nie om die ruimtes onder die heel boonste volledige dek ooreenkomstig genoemde paragraaf te meet nie, die bevoegde beampte kan vereis dat die opmetings gedoen word ooreenkomstig paragraaf 2 van Bylae 1, en in dié geval is die bepaling van regulasies 9 en 10 nie van toepassing nie.

(2) Die eienaar van 'n skip wat ooreenkomstig paragraaf 2 van Bylae 1 opgemeet is, of genoemde eienaar se agent, kan skriftelik aansoek by die bevoegde beampte doen om die skip ooreenkomstig paragraaf 1 van genoemde Bylae heropgemeet te kry, wanneer die bevoegde beampte daarvan oortuig is dat die ruime leeg is.

(3) Die tonnemaat van uitsteeksels, soos asnawe en onderdekse uitsteeksels anderkant die verste opmetingspunte op die tonnemaatdek, word bygevoeg en maak deel uit van die onderdekse tonnemaat van die skip, met dien verstande dat trappe of breukplekke nie as uitsteeksels geag word nie.

TUSSENDEKSE RUIMTE.

7. Die tonnemaat van die ruimte tussen die heel boonste volledige dek en die tweede dek word, behoudens die bepalinge van regulasies 9 en 10, by die bruto tonnemaat van die skip gevoeg.

PERMANENT CLOSED-IN SPACES.

8. (1) Breaks above the line of the second deck or the uppermost complete deck shall be added to the gross tonnage of the ship, subject to the provisions of regulation 9.

(2) Side to side erections such as forecastles, bridges and poops shall be added to the gross tonnage of the ship, subject to the provisions of regulation 11.

(3) Deck houses of a permanent character shall be added to the gross tonnage of the ship subject to the provisions of regulation 11.

EXEMPTED SPACES BETWEEN DECKS.

9. Dry cargo spaces and boatswain's stores situated between the uppermost complete deck and the second deck shall, if written application for exemption is made to the proper officer by the owner of the ship or his agent, be exempted by such officer from inclusion in the gross tonnage of the ship: Provided that any space contained in a break in the second deck shall not be exempted from measurement.

TONNAGE MARKS.

10. Every ship to which regulation 9 applies, shall be marked on each side with a tonnage mark in accordance with the provisions set out in Annex 2: Provided that in no case shall a tonnage mark be placed above the uppermost load line mark other than a timber load line.

GENERAL EXEMPTIONS.

11. The following closed-in spaces on or above the second deck, in the case of a ship to which regulations 9 and 10 apply, and on or above the uppermost complete deck in the case of any other ship, shall be exempt from inclusion in the gross tonnage:—

- (a) Dry cargo spaces and boatswain's stores other than those contained in breaks, subject to the provisions of regulations 9 and 10;
- (b) any space solely appropriated to and fitted with machinery, condensers or electrical switch gear;
- (c) spaces properly framed in for the machinery or for the admission of light and air, subject to the provisions of regulation 12;
- (d) the wheelhouse, chart room, radio room and spaces for navigational aids;
- (e) skylights, domes and trunks affording light and ventilation to the spaces which they serve;
- (f) the chain lockers, spaces for working the anchor gear and capstan;
- (g) safety equipment storage spaces and storage batteries;
- (h) companions and booby hatches serving as protection for stairways or ladderways leading to spaces below deck;
- (i) the spaces above openings over stairways and ladderways not protected by companions or booby hatches;
- (j) the galley, and also the bakery if fitted with ovens and used exclusively for catering;
- (k) washrooms, bathrooms, showers, water closets and urinals exclusively for the use of the master and crew;
- (l) workshops and storerooms for engineers, pumpmen, electricians, carpenters and boatswains, including the lamp room;
- (m) bona fide water ballast tanks;
- (n) free shelters for a ship employed on short sea voyages not exceeding ten hours' duration, subject to the conditions, if any, imposed by the Secretary;
- (o) the spaces on a passenger ship engaged on international voyages which provide sheltered promenades entirely open at one end, but are not furnished beyond a reasonable amount of seating around the boundaries of the spaces; and
- (p) the hatchways leading to spaces which have been exempted from inclusion in the gross tonnage;

PERMANENTE INGESLOTE RUIMTES.

8. (1) Breuke bokant die lyn van die tweede dek of die heel boonste volledige dek word, behoudens die bepalinge van regulasie 9, by die bruto tonnemaat van die skip gevoeg.

(2) Sy-aan-sy-strukture soos voorkastele, brûe en kampanjedekke word, behoudens die bepalinge van regulasie 11, by die bruto tonnemaat van die skip gevoeg.

(3) Dekhuise van permanente aard word, behoudens die bepalinge van regulasie 11, by die bruto tonnemaat van die skip gevoeg.

VRYGESTELDE TUSSENDEKSE RUIMTES.

9. Droëvrugruimtes en bootsmanstore geleë tussen die heel boonste volledige dek en die tweede dek moet, indien skriftelik aansoek om vrystelling by die bevoegde beampte deur die eienaar van die skip of sy agent gedoen word, deur sodanige beampte vrygestel word van die insluiting in die bruto tonnemaat van die skip: Met dien verstande dat enige ruimte in 'n breuk in die tweede dek nie van opmeting vrygestel word nie.

TONNEMAATMERKE.

10. Elke skip waarop regulasie 9 van toepassing is, word aan weerskante met 'n tonnemaatmerk gemerk ooreenkomstig die bepalinge in Bylae 2 uiteengesit: Met dien verstande dat 'n tonnemaatmerk in geen geval bokant die heel boonste laslynmerk geplaas mag word nie, uitgesonderd 'n houtlaslyn.

ALGEMENE VRYSTELLINGS.

11. Die volgende ingeslote ruimtes op of bokant die tweede dek, in die geval van 'n skip waarop regulasies 9 en 10 van toepassing is, en op of bokant die heel boonste volledige dek in die geval van enige ander skip, is vrygestel van insluiting in die bruto tonnemaat:—

- (a) Droëvrugruimtes en bootsmanstore, uitgesonderd dié in breuke, behoudens die bepalinge van regulasies 9 en 10;
- (b) enige ruimte wat uitsluitlik bedoel is vir en uitgerus is met masjinerie, kondensators of elektriese skakelgerei;
- (c) ruimtes behoorlik afgeskerm vir die masjinerie of vir die inlating van lig en lug, behoudens die bepalinge van regulasie 12;
- (d) die stuurhuis, kaartkamer, radiokamer en ruimtes vir navigasiehulpmiddels;
- (e) dakvensters, koepels en kokers wat lig en ventilasie verskaf aan die ruimtes wat hulle bedien;
- (f) die kettingbakke, ruimtes om met die ankergerei en kaapstander te werk;
- (g) opbergruimtes vir veiligheidsuitrusting en akkumulatorbatterye;
- (h) kampanjelere en fopluike wat dien as beskerming vir trap- of leergange wat na ruimtes benede die dek lei;
- (i) die ruimtes bokant openinge oor trap- en leergange wat nie beskerm word deur kampanjelere of fopluike nie;
- (j) die kombuis, en ook die bakkery as dit toegegerus is met oonde en uitsluitlik gebruik word vir voorsiening van etes;
- (k) waskamers, badkamers, stortkamers, spoeltoilette en urinale wat uitsluitlik bedoel is vir gebruik deur die gesagvoerder en bemanning;
- (l) werkwinkels en stoorkamers vir ingenieurs, pompmanne, elektrisiëns, timmermanne en bootmanne, met inbegrip van die lampkamer;
- (m) bona fide waterballastens;
- (n) vry skuilplekke vir 'n skip wat op kortseereise gaan wat hoogstens tien uur duur, behoudens die voorwaardes, as daar is, wat die sekretaris bepaal;
- (o) die ruimtes op 'n passasierskip op internasionale reise wat beskutte wandelgange verskaf wat geheel en al oop is aan die een end, maar nie voorsien is van meer as 'n redelike hoeveelheid sitplekke rondom die grense van die ruimtes nie; en
- (p) die luikgange wat lei na ruimtes wat uitgesluit is van insluiting in die bruto tonnemaat.

Provided that the spaces are no larger than required for their intended purpose and that they are not used for other purposes.

DEDUCTIONS FOR ASCERTAINING NET TONNAGE.

12. The tonnage of the following spaces shall be deducted from the gross tonnage of the ship for the purpose of ascertaining the net tonnage thereof, provided that they have first been included in the gross tonnage:—

- (a) The space below the second deck in the case of a ship to which regulations 9 and 10 apply and the space below the uppermost complete deck in the case of any other ship, necessary for the proper working of the machinery used for propelling the ship, including the shaft tunnels and escape trunks and, if required by the owner of the ship or his agent, the spaces properly framed in above the second deck or the uppermost complete deck, as the case may be, for the machinery or for the admission of light and air, subject to the provisions of the following sub-paragraphs:—
 - (i) If the tonnage of the space is 13 per cent or over and under 20 per cent of the gross tonnage, the deduction shall be 32 per cent of the gross tonnage;
 - (ii) if the tonnage of the space is less than 13 per cent of the gross tonnage, the deduction shall be 32 per cent of the gross tonnage reduced in proportion to the ratio between the actual percentage and 13 per cent;
 - (iii) if the tonnage of the space is 20 per cent of the gross tonnage or more, the deduction shall be one and three-quarter times the actual tonnage of the space;
 - (iv) in every ship, except a tug used exclusively for towing, the deduction shall not exceed 55 per cent of that portion of the tonnage which remains after deducting from the gross tonnage the deductions allowed under paragraphs (b), (c) and (d);
 - (v) the spaces framed in above the second deck or the uppermost complete deck, as the case may be, for the machinery or for the admission of light and air shall be included if, in the opinion of the surveyor charged with the duty of measuring the ship, they are reasonable in extent and so constructed as to be safe and seaworthy and cannot be used for any purpose other than for containing propelling machinery or for the admission of light and air;
- (b) the space appropriated to and used exclusively for the accommodation of the master;
- (c) the spaces appropriated to and used exclusively by the crew, provided that they are constructed and fitted out in accordance with the requirements of the Crew Accommodation Regulations, 1961;
- (d) the spaces provided for the storage of provisions, other than fresh water, for the master and crew, provided that the deduction shall not exceed 15 per cent of the sum of the deductible spaces referred to in paragraphs (b) and (c);
- (e) any spaces used exclusively as workshops and store-rooms by engineers, pumpmen, electricians, carpenters and boatswains for the working and upkeep of the ship;
- (f) any space used exclusively for the working of the steering gear, the capstan and anchor gear, keeping and using the charts, radio and navigational aids, and stowage or working of safety equipment;
- (g) the space occupied by the donkey engine and boiler if connected to the main pumps of the ship, if situated outside the propelling machinery space;

Met dien verstande dat die ruimtes nie groter is nie as wat nodig is vir dit waarvoor hulle bedoel is en hulle vir geen ander doeleindes gebruik word nie.

AFTREKKINGS VIR BEREKENING VAN NETTO TONNEMAAT.

12. Die tonnemaat van die volgende ruimtes word afgetrek van die bruto tonnemaat van die skip ten einde die netto tonnemaat daarvan te bepaal, met dien verstande dat hulle eers in die bruto tonnemaat ingesluit is:—

- (a) die ruimte onder die tweede dek in die geval van 'n skip waarop regulasies 9 en 10 van toepassing is en die ruimte onder die heel boonste volledige dek in die geval van enige ander skip, wat nodig is vir die behoorlike werking van die masjinerie wat gebruik word om die skip aan te dryf, met inbegrip van die astonnels en ontsnappingskokers en, indien vereis deur die eienaar van die skip of sy agent, die ruimtes behoorlik afgeskerm bokant die tweede dek of die heel boonste volledige dek, na gelang van die geval, vir die masjinerie of vir die inlating van lig en lug, behoudens die bepalings van die volgende subparagrafe:—
 - (i) Indien die tonnemaat van die ruimte 13 persent of meer en onder 20 persent van die bruto tonnemaat is, is die aftrekking 32 persent van die bruto tonnemaat;
 - (ii) indien die tonnemaat van die ruimte minder as 13 persent van die bruto tonnemaat is, is die aftrekking 32 persent van die bruto tonnemaat na verhouding verminder tot die verhouding tussen die werklike persentasie en 13 persent;
 - (iii) indien die tonnemaat van die ruimte 20 persent van die bruto tonnemaat of meer is, is die aftrekking een en drie-kwart maal die werklike tonnemaat van die ruimte;
 - (iv) in elke skip, uitgesonderd 'n sleepboot wat uitsluitlik vir sleepwerk gebruik word, oorskry die aftrekking nie 55 persent van daardie deel van die tonnemaat wat oorbly nadat die aftrekkings wat kragtens paragrafe (b), (c) en (d) toegelaat word, van die bruto tonnemaat gedoen is nie;
 - (v) die ruimtes afgeskerm bokant die tweede dek of die heel boonste volledige dek, na gelang van die geval, vir die masjinerie of vir die inlating van lig en lug, word ingesluit indien hulle, na die mening van die opnemer wat verantwoordelik is vir die opmeting van die skip, van redelike grootte is en van so 'n konstruksie dat hulle veilig en seewaardig is en vir geen ander doel gebruik kan word nie as om aandrywingskragmasjinerie te bevat of om lig en lug in te laat nie;
- (b) die ruimte toegeken aan en uitsluitlik gebruik as akkomodasie vir die gesagvoerder;
- (c) die ruimtes toegeken aan en uitsluitlik gebruik deur die bemanning, met dien verstande dat hul konstruksie en uitrusting ooreenkomstig die vereistes van die Regulasies op Akkomodasie vir Bemanning, 1961, is;
- (d) die ruimtes verskaf vir die opberging van proviand, uitgesonderd vars water, vir die gesagvoerder en bemanning, met dien verstande dat die aftrekking nie 15 persent oorskry van die som van die aftrek-bare ruimtes bedoel in paragrafe (b) en (c) nie;
- (e) alle ruimtes wat uitsluitlik gebruik word as werk-winkels en stoorkamers deur ingenieurs, pomp-manne, elektrisiëns, timmermanne en bootsmanne vir die werking en instandhouding van die skip;
- (f) alle ruimtes wat uitsluitlik gebruik word om met die stuurgerei, die kaapstander en die ankergerei te werk, vir die hou en gebruik van die kaarte, radio-en navigasiehulpmiddels en die opberging of werking van veiligheidsuitrusting;
- (g) die ruimte in beslag geneem deur die donkie-enjin en stoomketel indien dit aan die hoofpompe van die skip verbind is, indien geleë buite die aandry-wingsmasjinerieruimte;

- (h) the spaces occupied by the main pumps of the ship, if situated outside the propelling machinery space;
- (i) the space set apart for the storage of sails on a ship wholly propelled by sails, subject to a maximum of 2½ per cent of the gross tonnage; and
- (j) the spaces used exclusively for the carriage of water ballast, subject to a maximum of 19 per cent of the gross tonnage, including double bottom spaces, spaces below bottom floor level and exempted water ballast spaces above the tonnage deck.

MARKING OF DEDUCTIBLE SPACES.

13. Every space deducted in terms of regulation 12 (b) to (j), shall be marked on or above the entrance door or manhole with a permanent nameplate indicating the use to which the space is appropriated.

TONNAGE CERTIFICATES.

14. (1) Upon completion of the measurement of a ship, the surveyor shall grant to the owner thereof a tonnage certificate in the form set out in Annex 4.

(2) Every ship required to be marked with tonnage marks shall be measured in the first instance as if there were to be no tonnage marks, and the tonnage certificate shall reflect the following conditions:—

- (a) The gross and net tonnages which shall apply to the ship when the tonnage marks are submerged;
- (b) the gross and net tonnages which shall apply to the ship when the tonnage marks are not submerged; and
- (c) the vertical distance from the upper edge of the uppermost complete deck to the upper edge of the tonnage mark.

(3) In the case of a ship not marked with tonnage marks or a ship to which the proviso to regulation 10 applies, the tonnage certificate shall reflect one gross and one net tonnage.

(4) The tonnage certificate shall reflect the tonnage of double bottom spaces not included in the gross tonnage which are available for the carriage of water ballast; stores such as feed water, drinking water and lubricating oil; fuel oil or cargo.

PENALTIES.

15. (1) The master or owner of a ship who permits goods or stores to be stowed or carried in any space included in the measurement of the propelling machinery space of the ship, shall be guilty of an offence and liable on conviction to a fine not exceeding R400.

(2) The existence of one or more spare cabins, other than two cabins for supernumeraries and pilot fitted with a maximum of four berths, including sofa berths, shall invalidate the deduction from the gross tonnage of the ship of the parts of the crew spaces which also serve the occupant(s) of the spare cabin(s).

(3) Any part of the crew spaces shared by persons other than bona fide members of the crew of the ship or their wives, shall invalidate the deduction of that part of the crew space from the gross tonnage of the ship.

FEES FOR MEASUREMENT OF SHIPS.

16. (1) Subject to the provisions of sub-regulation (2), an owner of a ship which is measured for tonnage in accordance with these regulations shall pay to the proper officer at the port at which the ship is measured such fees as are set out in Annex 3.

(2) A department of State, including the Railway Administration, shall be exempt from the payment of any fees set out in Annex 3.

- (h) die ruimtes in beslag geneem deur die hoofpomp van die skip, indien buite die aandrywingskragruimte geleë;
- (i) die ruimte opsygesit vir die opberging van seile op 'n skip wat geheel en al met seile voortgedryf word, behoudens 'n maksimum van twee en 'n half persent van die bruto tonnemaat; en
- (j) die ruimtes uitsluitlik gebruik vir die dra van waterballas, behoudens 'n maksimum van 19 persent van die bruto tonnemaat, met inbegrip van dubbelbodemruimtes, ruimtes onder die onderste vloervlak en uitgeslote waterballasruimtes bokant die tonnemaatdek.

MERK VAN AFTREKBARE RUIMTES.

13. Elke ruimte afgetrek kragtens regulasie 12 (b) tot (j) moet bokant die ingang deur of inspeksiegat gemerk word met 'n permanente naamplaat wat die gebruik aandui waarvoor die ruimte bedoel is.

TONNEMAATSERTIFIKATE.

14. (1) By voltooiing van die opmeting van die skip moet die opnemer aan die eienaar daarvan 'n tonnemaatsertifikaat gee in die vorm uiteengesit in Bylae 4.

(2) Elke skip waarvan vereis word om met tonnemaatmerke gemerk te word, moet in die eerste plek opgemeet word asof daar geen tonnemaatmerke aan moes wees nie en die tonnemaatsertifikaat moet onderstaande besonderhede toon:—

- (a) die bruto en netto tonnemaat wat van toepassing is op die skip wanneer die tonnemaatmerke onder water is;
- (b) die bruto en netto tonnemaat wat van toepassing is op die skip wanneer die tonnemaatmerke nie onder water is nie; en
- (c) die vertikale afstand vanaf die boonste rand van die heel boonste volledige dek tot by die boonste rand van die tonnemaatmerk.

(3) In die geval van 'n skip wat nie met tonnemaatmerke gemerk is nie of 'n skip waarop die voorbehoudsbepaling van regulasie 10 van toepassing is, moet die tonnemaatsertifikaat een bruto en een netto tonnemaat aandui.

(4) Die tonnemaatsertifikaat moet die tonnemaat van dubbelbodemruimtes aandui wat nie ingesluit is in die bruto tonnemaat wat beskikbaar is vir die dra van waterballas nie; voorrade soos toevoerwater, drinkwater en smeerolie; brandstofolie of vrag.

STRAFBEPALINGS.

15. (1) Die gesagvoerder of eienaar van 'n skip wat toelaat dat goedere of voorrade gebêre of vervoer word in enige ruimte wat by die afmetings van die aandrywingskragruimte van die skip inbegrepe is, is skuldig aan 'n misdryf en kan by skuldigbevinding 'n boete opgelê word van hoogstens R400.

(2) Die bestaan van een of meer reserwekajuite, uitgesonderd twee kajuite vir botalliges en loods, toegerus met hoogstens vier slaapbanke, met inbegrip van sofaslaapbanke, maak die aftrekking ongeldig van die bruto tonnemaat van die skip van dié dele van die bemanningsruimtes wat ook deur die bewoner(s) van die reserwekajuite(e) gebruik word.

(3) Enige deel van die bemanningsruimtes gedeel deur ander persone as bona fide lede van die bemanning van die skip of hul eggenotes, maak die aftrekking van daardie deel van die bemanningsruimte van die bruto tonnemaat van die skip ongeldig.

GELDE VIR OPMETING VAN SKEPE.

16. (1) Behoudens die bepalinge van subregulasie (2) moet 'n eienaar van 'n skip wat vir tonnemaat ooreenkomstig hierdie regulasies opgemeet is, aan die bevoegde beampte by die hawe waar die skip opgemeet is, die gelde betaal wat in Bylae 3 aangedui word.

(2) 'n Staatsdepartement, met inbegrip van die Spoorwegadministrasie, is vrygestel van die betaling van enige van die gelde wat in Bylae 3 aangedui word.

ANNEX 1.

RULES FOR THE MEASUREMENT OF TONNAGE.

1. *Underdeck Measurement.*—The following provisions shall, subject to the provisions of paragraph 3, apply to underdeck measurement:—

- (a) The length of the tonnage deck shall be measured in a straight line between the points at the forward and after ends of the deck where the underside of the deck, or the line thereof, meets the inner surface of the frames, timbers, ceiling or sparring in the middle plane of the ship.
- (b) In a ship which has a break, or breaks, in a double bottom, the length of the tonnage deck shall be divided into parts corresponding to the number of breaks in the double bottom.
- (c) The length of the tonnage deck, or of each part as the case may be, shall be divided into a number of equal parts as follows:—

(i) 30 feet or under.....	2 equal parts;
(ii) over 30 feet but not exceeding 50 feet..	4 equal parts;
(iii) over 50 feet but not exceeding 120 feet..	6 equal parts;
(iv) over 120 feet but not exceeding 180 feet..	8 equal parts;
(v) over 180 feet but not exceeding 225 feet..	10 equal parts;
(vi) over 225 feet.....	12 equal parts.
- (d) At each point of division of the length or part of of the length of the tonnage deck, the transverse area of the ship shall be calculated as follows:—
 - (i) The depth shall be measured at the middle line of the ship from the underside of the deck to the top of the open floor or the top of the double bottom, as the case may be, deducting therefrom the average thickness of the ceiling, if fitted, and one-third of the round of beam. If the top of the double bottom is not flat and falls away from the middle plane of the ship, one-half of the fall if the line is straight or one-third if curved, shall be added to the depth. If the top of the double bottom rises away from the middle plane of the ship, one-half of rise of the line if straight or one-third if curved, shall be deducted from the depth. In the case of a wooden ship, the lower terminal point of the depth shall be the upper side of the floor timber, at the inside of the timber strake, after deducting therefrom the average thickness of ceiling between the bilge planks and the limber strake.
 - (ii) If the corrected depth does not exceed 16 feet at the amidship division of the total length of the tonnage deck, the depth at each point of division of the length, or parts of the length, shall be divided into four equal parts. Depths in excess of 16 feet shall be divided into six equal parts.
 - (iii) At each point of division of the depth, the horizontal breadth shall be measured to the inner face of the timber or frame deducting therefrom the thickness of the sparring, if any, subject to a maximum of 3 inches on each side. The breadths shall be numbered from the deck. The evenly numbered breadth shall be multiplied by four and the others, with the exception of the first and last, by two. The products shall be added together and to the sum shall be added the first and last breadth. The figure thus obtained shall be multiplied by one-third of the common interval between the breadths, and the product shall be deemed to be the transverse area in square feet.
 - (iv) The transverse areas shall be numbered from the extreme forward point of measurement of the length of the tonnage deck, or the forward point of the parts, as the case may be. The

BYLAE 1.

REËLS VIR DIE BEREKENING VAN TONNEMAAT.

1. *Onderdekse opmeting.*—Onderstaande bepalings is, behoudens die bepalings van paragraaf 3, van toepassing op onderdekse opmetings:—

- (a) Die lengte van die tonnemaatdek word gemeet in 'n reguit lyn tussen die punte by die voorste en agterste ente van die dek waar die onderkant van die dek, of die lyn daarvan, die binneoppervlak van die spante, balke, deksoldering of latte van die middelvak van die skip ontmoet.
- (b) In 'n skip met 'n breuk, of breuke, in 'n dubbele bodem, word die lengte van die tonnemaatdek verdeel in afdelings wat ooreenkom met die getal breuke in die dubbele bodem.
- (c) Die lengte van die tonnemaatdek, of van elke deel, na gelang van die geval, word in 'n aantal gelyke dele soos volg verdeel:—

(i) 30 voet of minder.....	2 gelyke dele;
(ii) meer as 30 voet maar hoogstens 50 voet..	4 gelyke dele;
(iii) meer as 50 voet maar hoogstens 120 voet.	6 gelyke dele;
(iv) meer as 120 voet maar hoogstens 180 voet.....	8 gelyke dele;
(v) meer as 180 voet maar hoogstens 225 voet.....	10 gelyke dele;
(vi) meer as 225 voet.....	12 gelyke dele.
- (d) By elke verdelingspunt van die lengte of deel van die lengte van die tonnemaatdek, word die dwarsoppervlakte van die skip soos volg bereken:—
 - (i) Die diepte word gemeet by die middellyn van die skip vanaf die onderkant van die dek tot die bokant van die oop vloer of die bokant van die dubbele bodem, na gelang van die geval, en daarvan word die gemiddelde dikte van die soldering, as daar een is, afgetrek, en een derde van die dekronding. As die bokant van die dubbele bodem nie plat is nie en vanaf die middelvak van die skip daal, word helfte van die daling as die lyn reguit is of een derde indien krom, by die diepte gevoeg. As die bokant van die dubbele bodem weg van die middelvak van die skip styg, word helfte van die styging van die lyn as dit reguit is of een derde as dit krom is, van die diepte afgetrek. In die geval van 'n houtskip, is die onderste eindpunt van die diepte die bokant van die vloerplanke, aan die binnekant van die kielbinneplanke, nadat die gemiddelde dikte van die deksoldering tussen die kimplanke en die kielbinneplanke daarvan afgetrek is.
 - (ii) As die gekorrigeerde diepte nie 16 voet by die midskeepse verdeling van die totale lengte van die tonnemaatdek oorskry nie, word die diepte by elke punt van die verdeling van die lengte, of dele van die lengte, in vier gelyke dele verdeel. Dieptes wat 16 voet oorskry word in 6 gelyke dele verdeel.
 - (iii) By elke verdelingspunt van die diepte word die horisontale breedte gemeet tot by die binnevlak van die hout of spant en word die dikte van die sparring, as daar is, daarvan afgetrek, behoudens 'n maksimum van drie duim aan elke kant. Die breedtes word van die dek af genommer. Die breedtes met ewe nommers word met vier vermenigvuldig en die ander, met uitsondering van die eerste en laaste, met twee. Die produkte word bymekaar getel en by die som word die eerste en laaste breedte gevoeg. Die syfer wat aldus verkry word, word vermenigvuldig met een derde van die gesamentlike interval tussen die breedtes, en die produk word geag die dwarsoppervlakte in vierkante voet te wees.
 - (iv) Die dwarsoppervlakte word genommer vanaf die verste voorste metingspunt van die lengte van die tonnemaatdek, of die voorste punt van die dele, na gelang van die geval. Die opper-

evenly numbered areas shall be multiplied by four and the others, with the exception of the first and last, by two. The products shall be added together and to the sum shall be added the first and last area. The figure thus obtained shall be multiplied by one-third of the common interval between the areas, and the product, divided by 100, shall be deemed to be the underdeck tonnage of the ship, subject to the provisions of regulations 8 and 9.

2. (a) The length of the ship shall be measured from the inside of the outer plate or plank at the stem to the aft side of the stern post or the fore side of the rudder stock when no stern post is fitted. The extreme breadth of the ship, excluding rubbers or fenders shall be measured. The girth from the upper edge of the uppermost complete deck on one side to the corresponding point on the other side shall be measured on the outside of the ship at the greatest breadth. To half the girth shall be added half the extreme breadth and the sum shall be squared. The figure so obtained shall be multiplied by the length and 0·0017 in the case of a wooden ship or 0·0018 in the case of any other ship, and the product shall be deemed to be the tonnage of the space below the uppermost complete deck.

(b) When it is impracticable because of the size of the ship, or for any other reason, to measure the girth in accordance with subparagraph (a), the equivalent girth shall be deemed to be the sum of the breadth and twice the depth of the ship from the top of the uppermost complete deck at the side to the bottom of the keel multiplied by 0·98. The breadth and depth shall be obtained, if necessary, from the certificate of registry or any other official document.

3. Limitation of the Height of Open Floors and Double Bottoms when Underdeck Tonnage is Measured.

(a) *Open Floors.*—That part of a floor, other than floors in the main propelling machinery space, which is situated above a horizontal line passing through a point on the middle plane of the ship at a height given in Column A of Table 1, corrected by a distance equal to the rise of the moulded frame line at one-quarter of the breadth between the moulded frame line at the height given in the said Column A, shall be disregarded for the purposes of the measurement of the underdeck tonnage. This limitation shall also be applied to any ship fitted with longitudinal frames and/or floors. For the forward 25 per cent of the total tonnage length of the ship and the aftermost 15 per cent of the total tonnage length, the heights given in Column A of Table 1 shall be increased by 50 per cent.

(b) *Double Bottoms.*—That part of a double bottom, other than the double bottom in the main propelling machinery space, which is of greater height than that given in Column B of Table 1, corrected by the rise of the moulded frame line as in subparagraph (a), shall be disregarded for the purposes of the measurement of the underdeck tonnage, and the height of the double bottom shall be deemed to be equivalent to the height of an open floor limited in terms of subparagraph (a): Provided that, when there is an acceptable line in continuation of the tank top in an adjacent part of the ship, the height of such line shall be deemed to be the height of the floors within the double bottom for the purposes of the measurement of the underdeck tonnage. For the forward 25 per cent of the total tonnage length of the ship and for the aftermost 15 per cent of the total tonnage length, the heights given in Column B of Table 1 shall be increased by 50 per cent.

(c) *Limitation of the Size of Bilge Brackets.*—That part of the horizontal width of a bilge bracket measured from the shell to the inboard toe of the bracket at the level of an open floor or the top of a double bottom which is in excess of the dimensions given in Column A and Column B respectively of Table 1, shall be disregarded for the pur-

vlaktes met ewe nommers word met vier vermenigvuldig en die ander, met uitsondering van die eerste en laaste, met twee. Die produkte word bymekaar getel en by die som word die eerste en laaste oppervlakte gevoeg. Die syfer aldus verkry, word vermenigvuldig met een derde van die gemeenskaplike interval tussen die oppervlaktes, en die produk, gedeel deur 100, word geag die onderdekse tonnemaat van die skip te wees, behoudens die bepalinge van regulasies 8 en 9.

2. (a) Die lengte van die skip word gemeet vanaf die binnekant van die buiteplaat of -plank by die voorstewe tot by die agterkant van die agterstewe of die voorkant van die roerkoning waar daar geen agterstewe is nie. Die grootste breedte van die skip, uitgesonderd rubberbande of skutte, moet gemeet word. Die omtrek vanaf die boonste kant van die heel boonste volledige dek aan die een kant tot by die ooreenstemmende punt aan die ander kant word aan die buitekant van die skip by die grootste breedte gemeet. Voeg by helfte van die omtrek helfte van die grootste breedte en kwadreer dan die som. Die syfer wat aldus verkry word, word vermenigvuldig met die lengte en 0·0017 in die geval van 'n houtskip of 0·0018 in die geval van enige ander skip, en die produk word geag die tonnemaat van die ruimte onderkant die heel boonste volledige dek te wees.

(b) Wanneer dit nie prakties doenlik is weens die grootte van die skip, of om enige ander rede, om die omtrek van die skip ooreenkomstig subparagraaf (a) te meet nie, word die omtrek wat daaraan gelyk is, geag die som te wees van die breedte en twee maal die diepte van die skip vanaf die bokant van die heel boonste volledige dek aan die kant tot by die bodem van die kiel vermenigvuldig met 0·98. Die breedte en diepte word verkry, indien dit nodig is, van die registrasiesertifikaat of van enige ander amptelike dokument.

3. Beperkings van die hoogte van oop vloere en dubbele bodems wanneer onderdekse tonnemaat gemeet word.

(a) *Oop vloere.*—Daardie gedeelte van 'n vloer, uitgesonderd vloere in die hoofaandrywingskragruimte, geleë bokant 'n horisontale lyn wat deur 'n punt op die middelvlak van die skip gaan op 'n hoogte aangegee in kolom A van Tabel 1, gekorrigeer met 'n afstand gelyk aan die styging van die gevormde spantlyn by een kwart van die breedte tussen die gevormde spantlyn op die hoogte aangegee in genoemde kolom A, word buite rekening gelaat by die berekening van die onderdekse tonnemaat. Hierdie beperking is ook van toepassing op enige skip toegerus met langsspante en/of -vloere. Vir die voorste 25 persent van die totale tonnemaatlengte van die skip en die agterste 15 persent van die totale tonnemaatlengte, word die hoogtes wat in kolom A van Tabel 1 aangegee word, met 50 persent vermeerder.

(b) *Dubbele bodems.*—Daardie gedeelte van 'n dubbele bodem, uitgesonderd die dubbele bodem in die hoofaandrywingskragruimte, wat hoër is as dié aangegee in kolom B van Tabel 1, gekorrigeer met die styging van die gevormde spantlyn soos in subparagraaf (a), word buite rekening gelaat by die berekening van die onderdekse tonnemaat, en die hoogte van die dubbele bodem word geag gelyk te wees aan die hoogte van 'n oop vloer wat ooreenkomstig subparagraaf (a) beperk is: Met dien verstande dat waar daar 'n aanvaarbare lyn is ter verlenging van die tenktop in 'n aangrensende deel van die skip, die hoogte van sodanige lyn geag word die hoogte te wees van die vloere binne die dubbele bodem by die berekening van die onderdekse tonnemaat. Vir die voorste 25 persent van die totale tonnemaatlengte van die skip en vir die agterste 15 persent van die totale tonnemaatlengte, word die hoogtes wat in kolom B van Tabel 1 aangegee word, met 50 persent vermeerder.

(c) *Beperking van die grootte van kimsteune.*—Daardie deel van die horisontale wydte van 'n kimsteun gemeet vanaf die dop tot by die binneboordse toon van die steun op die hoogte van 'n oop vloer of die top van 'n dubbele bodem wat meer is as die afmetings onderskeidelik aangegee in kolom A en kolom B van Tabel 1, word buite

poses of the measurement of the underdeck tonnage. In cases where the height of the floor or double bottom is limited in terms of subparagraphs (a) or (b), the lowest breadth of the underdeck tonnage area in way of the limitation shall be the breadth between the inside of the shell at the equivalent height of the floor or double bottom after deducting therefrom twice the dimension given respectively in Columns A and B of Table 1.

(d) The limitations to be applied in terms of subparagraphs (a), (b) and (c) shall be exclusive of any allowance for ceiling.

(e) *Limitation of Depths of Frames.*—(i) That part of the transverse or longitudinal ship side framing, measured from the shell, which is in excess of the dimension given in Table 2, shall be disregarded for the purposes of the measurement of the underdeck tonnage.

(ii) In cases where alternate deep and shallow frames are fitted, that part of the deep frame, measured from the shell, which is in excess of the dimension given in Table 2 or twice the depth of the shallow frame, whichever is the lesser, shall be disregarded for the purposes of the measurement of the underdeck tonnage.

(iii) The limitations to be applied in terms of subparagraphs (i) and (ii) shall be exclusive of the allowance made for sparring.

4. *Space Between the Uppermost Complete Deck and the Second Deck.*—(a) The length of the space between the uppermost complete deck and the second deck shall be measured in a straight line between the points at the forward and after ends of the space where the inner surface of the frames, timbers, ceiling or sparring meets the middle plane of the ship at half the height between the upper surface of the second deck and the underside of the deck over. The length shall be divided into two equal parts when it is 50 feet or less; four equal parts when it is over 50 feet but not more than 225 feet; and six equal parts when it is over 225 feet. At each point of division of the length the horizontal breadth between the inner faces of the timbers, frames or sparring, if fitted, shall be measured at half the height of the between deck space at the shell. The breadth shall be numbered from forward, beginning with the extreme forward point of the length. The evenly numbered breadth shall be multiplied by four and the others, with the exception of the first and last, by two. The products shall be added together and to the sum shall be added the first and last breadth. The figure thus obtained shall be multiplied by one-third of the common interval between the breadths and the product shall be deemed to be the area of the mean horizontal plane of the space. The area thus obtained shall be multiplied by the mean height between the upper surface of the second deck and the underside of the deck over and the product, divided by 100, shall be deemed to be the tonnage of the between deck space.

(b) In cases where a break exists in the second deck and/or the uppermost complete deck, the lower level of the deck shall be extended through the break parallel to the raised part of the break and the line or lines shall be deemed to be the second deck or the uppermost complete deck, as the case may be, for the purposes of the measurement of the tonnage of the between deck space.

(c) The allowance for sparring or insulation shall not exceed 3 inches on either side.

5. *Breaks in the Deck.*—(a) The length of a break in the deck shall be measured in a straight line between the points at the forward and after ends of the break where the inner surface of the frames, timbers, ceiling or sparring meets the middle plane of the ship at half the height of the break. The length shall be divided into equal parts in accordance with the provisions of paragraph 4 (a). At each point of division of the length, the horizontal breadth between the inner faces of the timbers, frames or

rekening gelaat by die berekening van die onderdekse tonnemaat. In gevalle waar die hoogte van die vloer of dubbele bodem beperk word ooreenkomstig subparagrafe (a) of (b), is die kleinste breedte van die onderdekse tonne-maatoppervlakte op grond van die beperking, die breedte tussen die binnekant van die huid teen die ooreenstem-mende hoogte van die vloer of dubbele bodem nadat twee maal die afmetings wat onderskeidelik in kolomme A en B van Tabel 1 aangegee word, daarvan afgetrek is.

(d) Die beperkings wat ooreenkomstig subparagrafe (a), (b) en (c) van toepassing is, sluit geen toelating vir deksoldering in nie.

(e) *Beperking van diepte van spante.*—(i) Daardie deel van die dwars- of langsskeepsspante, gemeet vanaf die dop, wat meer is as die afmeting aangegee in Tabel 2, word buite rekening gelaat by die berekening van die onderdekse tonnemaat.

(ii) In gevalle waar diep en vlak spante om die beurt aangebring is, word daardie deel van die diep spant, gemeet vanaf die dop, wat meer is as die afmetings wat in tabel 2 aangegee word of twee maal die diepte van die vlakspant, naamlik die kleinste, buite rekening gelaat by die berekening van die onderdekse tonnemaat.

(iii) Die beperking wat toegepas word ooreenkomstig subparagrafe (i) en (ii) sluit nie die toelating in wat vir sparring gemaak word nie.

4. *Ruimte tussen die heel boonste volledige dek en die tweede dek.*—(a) Die lengte van die ruimte tussen die heel boonste volledige dek en die tweede dek word in 'n reguit lyn gemeet tussen die punte by die voorste en agterste ente van die ruimte waar die binneoppervlak van die spante, balke, soldering of sparring die middelvlak van die skip op helfte van die hoogte tussen die boonste oppervlak van die tweede dek en die onderkant van die oordekking ontmoet. Die lengte word in twee gelyke dele verdeel wanneer dit 50 voet of minder is; vier gelyke dele wanneer dit meer as 50 voet maar hoogstens 225 voet is; en 6 gelyke dele wanneer dit meer as 225 voet is. By elke verdelingspunt van die lengte, word die horisontale breedte tussen die binnevlakke van die balke, spante of sparring, as dié gemonteer is, gemeet op helfte van die hoogte van die tussendekse ruimte by die huid. Die breedte word van vooraf genommer, beginnende met die verste voorste punt van die lengte. Die breedtes met ewe nommers word vermenigvuldig met vier en die ander, met uitsondering van die eerste en laaste, met twee. Die produkte word bymekaar getel en by die som word die eerste en laaste breedte gevoeg. Die syfer aldus verkry, word vermenigvuldig met een derde van die gemeenskaplike interval tussen die breedtes en die produk word geag die oppervlakte te wees van die gemiddelde horisontale vlak van die ruimte. Die oppervlakte aldus verkry, word vermenigvuldig met die gemiddelde hoogte tussen die boonste oppervlakte van die tweede dek en die onderkant van die oordekking en die produk, gedeel deur 100, word geag die tonnemaat van die tussendekse ruimte te wees.

(b) In gevalle waar daar 'n breuk is in die tweede dek en/of die heel boonste volledige dek, word die onderste vlak van die dek verleng deur die breuk heen ewewydig met die verhewe deel van die breuk en die lyn of lyne word geag die tweede dek of die heel boonste volledige dek te wees, na gelang van die geval, ten einde die tonnemaat van die tussendekse ruimte te bereken.

(c) Die toelating vir sparring of isolasie moet nie 3 duim aan weerskante oorskry nie.

5. *Breuke in die dek.*—(a) Die lengte van 'n breuk in die dek word gemeet in 'n reguit lyn tussen die punte by die voorste en agterste ente van die breuk waar die binneoppervlak van die spante, balke, soldering of sparring die middelvlak van die skip op helfte van die hoogte van die breuk ontmoet. Die lengte word verdeel in gelyke dele ooreenkomstig die bepalinge van paragraaf 4 (a). By elke verdelingspunt van die lengte word die horisontale breedte tussen die binnevlakke van die balke,

sparring, if fitted, shall be measured at half the height of the break at the shell. The breadths shall be numbered from forward beginning with the extreme forward point of the length. The evenly numbered breadths shall be multiplied by four and the others, with the exception of the first and last, by two. The products shall be added together and to the sum shall be added the first and last breadths. The figure thus obtained shall be multiplied by one-third of the common interval between the breadths, and the product shall be deemed to be the area of the mean horizontal plane of the break. The area, thus obtained, shall be multiplied by the mean height of the break, and the product, divided by 100, shall be deemed to be the tonnage of the break.

(b) The allowance for sparring or insulation shall not exceed 3 inches on either side.

6. *Poops, Bridges and Forecastles.*—(a) The length shall be measured in accordance with the provisions of paragraph 4 (a). The length shall be divided into equal parts in accordance with the provisions of paragraph 4 (a). The tonnage of the space shall be calculated in accordance with the provisions of paragraph 4 (a) and the result shall be deemed to be the tonnage of the space.

(b) The allowance for sparring or insulation shall not exceed 3 inches on either side.

7. *Other Closed in Spaces.*—Closed in spaces on or above the uppermost complete deck shall be measured by ascertaining the mean length, breadth and height, and the product of these dimensions, divided by 100, shall be deemed to be the tonnage of the space.

8. *Measurement of Propelling Power Spaces.*—(a) The length of each space which extends to the ship's sides shall be measured at half the mean depth. The length shall be divided into two equal parts if the space is situated amidships. The length of any such space abaft of amidships shall be divided into two equal parts when it is 30 feet or less; five equal parts when it is over 30 feet but not more than 50 feet; and seven equal parts when it is over 50 feet. At each point of division of the length, the horizontal breadth between the inner surfaces of the frames or timbers or tanks shall be measured at half the height. The height shall be measured at each point of division of the length on the middle plane of the ship from the underside of the deck forming the crown of the space to the top of the double bottom or open floors or ceiling, if fitted. The product of the length, arithmetic mean breadth and arithmetic mean height, divided by 100, shall be deemed to be the tonnage of the space.

(b) Any space which does not extend to the ship's sides such as a shaft tunnel, escape trunk or light and air space, shall be measured by ascertaining the mean length, breadth and height, and the product of these dimensions, divided by 100, shall be deemed to be the tonnage of the space.

9. *Double-Bottom Tanks.*—The tonnage of each double-bottom tank shall be ascertained from the capacity plan provided by the builders of the ship for use on board the ship or by measurement as follows:—

(a) If the length of a tank does not exceed 50 feet, three breadths and three heights shall be measured but, if it exceeds 50 feet, the number of breadths and heights shall be five.

(b) The length of each tank shall be measured between the floors at the ends of the tank. At the points of division of the length and at its ends, the heights shall be measured at a distance of one-quarter of the tank top breadth from the middle plane. The breadth shall be measured at each section and where a height has been measured, at the middle of the height.

spante of sparring, indien dit gemonteer is, gemeet op helfte van die hoogte van die breuk by die huld. Die breedtes word van vooraf genommer, beginnende by die verste voorste punt van die lengte. Die breedtes met ewe nommers word vermenigvuldig met vier en die ander, met uitsondering van die eerste en laaste, met twee. Die produkte word bymekaar getel en by die som word die eerste en laaste breedtes gevoeg. Die syfers aldus verkry, word vermenigvuldig met een derde van die gemeenskaplike interval tussen die breedtes, en die produk word geag die oppervlakte van die gemiddelde horisontale vlak van die breuk te wees. Die oppervlakte wat aldus verkry word, word vermenigvuldig met die gemiddelde hoogte van die breuk, en die produk, gedeel deur 100, word geag die tonnemaat van die breuk te wees.

(b) Die toelating vir sparring of isolasie mag nie 3 duim aan weerskante oorskry nie.

6. *Kampanjedekke, brûe en voorkastele.*—(a) Die lengte word gemeet ooreenkomstig die bepalings van paragraaf 4 (a). Die lengte word verdeel in gelyke dele ooreenkomstig die bepalings van paragraaf 4 (a). Die tonnemaat van die ruimte word bereken ooreenkomstig die bepalings van paragraaf 4 (a) en die resultaat word geag die tonnemaat van die ruimte te wees.

(b) Die toelating vir sparring of isolasie mag nie 3 duim aan weerskante oorskry nie.

7. *Ander ingeslote ruimtes.*—Ingeslote ruimtes op of bokant die heel boonste volledige dek word gemeet deur die gemiddelde lengte, breedte en hoogte te bepaal, en die produk van hierdie afmetings, gedeel deur 100, word geag die tonnemaat van die ruimte te wees.

8. *Opmeting van aandrywingskragruimtes.*—(a) Die lengte van elke ruimte wat tot by die skip se sye strek, word gemeet op helfte van die gemiddelde diepte. Die lengte word verdeel in twee gelyke dele indien die ruimte midskeeps geleë is. Die lengte van enige sodanige ruimte agter van midskeeps word verdeel in 2 gelyke dele wanneer dit 30 voet of minder is; 5 gelyke dele wanneer dit meer as 30 voet maar hoogstens 50 voet is; en 7 gelyke dele wanneer dit meer as 50 voet is. By elke verdelingspunt van die lengte, word die horisontale breedte tussen die binnevlakke van die spante of balke of tenks op helfte van die hoogte gemeet. Die hoogte word gemeet by elke verdelingspunt van die lengte op die middelvlak van die skip vanaf die onderkant van die dek wat die kruin vorm van die ruimte na die top van die dubbele bodem of oop vloere of soldering, as dit aangebring is. Die produk van die lengte, rekenkundige gemiddelde breedte en rekenkundige gemiddelde hoogte, gedeel deur 100, word geag die tonnemaat van die ruimte te wees.

(b) Enige ruimte wat nie tot by die skip se sye strek nie, soos 'n astonneel, ontsnappingskoker of lig- en lugruimte, word gemeet deur die gemiddelde lengte, breedte en hoogte te bepaal, en die produk van hierdie dimensies, gedeel deur 100, word geag die tonnemaat van die ruimte te wees.

9. *Dubbelbodemtenks.*—Die tonnemaat van elke dubbelbodemtenk word bereken van die inhoudsplan wat deur die bouers van die skip verskaf word vir gebruik aan boord, of deur die volgende berekenings:—

(a) Indien die lengte van 'n tenk hoogstens 50 voet is, word drie breedtes en drie hoogtes gemeet maar, indien dit 50 voet oorskry, is die getal breedtes en hoogtes 5.

(b) Die lengte van elke tenk word tussen die vloere aan die ente van die tenk gemeet. By die verdelingspunte van die lengte en by sy ente, word die hoogtes gemeet op 'n afstand van een kwart van die tenk se boonste breedte vanaf die middelvlak. Die breedte word by iedere seksie gemeet en waar 'n hoogte gemeet is, op die middel van die hoogte.

- (c) In the case of a tank of irregular shape it shall be measured in parts.
- (d) All measurements shall be taken to the shell, margin plates and underside of the tank top regardless of stiffeners or frames.
- (e) The capacity of each tank shall be calculated by multiplying the mean area obtained by Simpson's Rule, by the arithmetic mean height, by the factor 0.95 and the result, divided by 100, shall be deemed to be the tonnage of the tank.

10. *Measurement of Open Ships.*—In the case of an open ship, the upper edge of the gunwale or sheer strake shall be deemed to be the equivalent of the tonnage deck, and the depths shall be measured from an athwartship line extended from upper edge to upper edge of the said gunwale or sheer strake at each division of the length.

TABLE 1 OF ANNEX 1.

Tonnage Length of the Ship.	Column A. Maximum Height of Open Floors.	Column B. Maximum Height of Double Bottom.
(In feet.)	(In inches.)	(In inches.)
60	23	34.5
80	24	36.0
100	25	37.5
120	26	39.0
140	27	40.5
160	28	42.0
180	29	43.5
200	30	45.0
220	31	46.5
240	32	48.0
260	33	49.5
280	34	51.0
300	35	52.5
320	36	54.0
340	37	55.5
360	38	57.0
380	39	58.5
400	40	60.0
420	41	61.5
440	42	63.0
460	43	64.5
480	44	66.0
500	45	67.5
520	46	69.0
540	47	70.5
560	48	72.0
580	49	73.5
600	50	75.0
620	51	76.5
640	52	78.0
660	53	79.5
680	54	81.0
700	55	82.5

For intermediate lengths the maximum height shall be obtained by interpolation.

TABLE 2. OF ANNEX 1.

Registered Breadth.	Maximum Depth of Frame.
(In feet.)	(In inches.)
Not exceeding—	14
20	16
30	18
40	20
50	22
60	25
70	28
80	31
90	34
100 and above.	

For intermediate breadths the maximum depth of frame shall be obtained by interpolation.

- (c) In die geval van 'n tenk van onreëlmatige vorm word dit in dele gemeet.
- (d) Alle metings word gedoen tot teen die huid, kantplate en onderkante van die tenktop, afgesien van verstywers of spante.
- (e) Die vermoë van elke tenk word bereken deur die gemiddelde oppervlakte wat volgens Simpson se Reël verkry is, met die rekenkundige gemiddelde hoogte te vermenigvuldig, met die faktor 0.95 en die resultaat, gedeel deur 100, word geag die tonne-maat van die tenk te wees.

10. *Opmeting van oop skepe.*—In die geval van 'n oop skip word die boonste rand van die boordwand of seeg-gang geag gelyk aan die tonnemaatdek te wees, en die dieptes word gemeet vanaf 'n dwarsskeepse lyn wat strek vanaf die boonste rand tot die boonste rand van genoemde boordwand of seeggang by elke verdeling van die lengte.

TABEL 1 VAN BYLAE 1.

Tonnemaatlengte van Skip.	Kolom A. Maksimum Hoogte van oop vloere.	Kolom B. Maksimum hoogte van dubbele bodem.
(in voet).	(in duim).	(in duim).
60	23	34.5
80	24	36.0
100	25	37.5
120	26	39.0
140	27	40.5
160	28	42.0
180	29	43.5
200	30	45.0
220	31	46.5
240	32	48.0
260	33	49.5
280	34	51.0
300	35	52.5
320	36	54.0
340	37	55.5
360	38	57.0
380	39	58.5
400	40	60.0
420	41	61.5
440	42	63.0
460	43	64.5
480	44	66.0
500	45	67.5
520	46	69.0
540	47	70.5
560	48	72.0
580	49	73.5
600	50	75.0
620	51	76.5
640	52	78.0
660	53	79.5
680	54	81.0
700	55	82.5

Vir tussenlengtes word die maksimum hoogte deur tussenvoeging verkry.

TABEL 2 VAN BYLAE 1.

Geregistreeerde Breedte.	Maksimum Diepte van Spant.
(in voet).	(in duim).
Hoogstens—	14
20	16
30	18
40	20
50	22
60	25
70	28
80	31
90	34
100 en bo	

Vir tussenbreedtes word die maksimum diepte van spant deur ussenvoeging verkry.

ANNEX 2.

FORM AND POSITION OF THE TONNAGE MARK.

1. (a) The tonnage mark shall be in the form shown in figure 1 and shall consist of a horizontal line 15 inches (380 millimetres) long and 1 inch (25 millimetres) wide, upon which shall be placed for identification an inverted triangle, each side 12 inches (300 millimetres) long and 1 inch (25 millimetres) wide with its apex on the midpoint of the horizontal line.

(b) The upper edge of the horizontal line shall, if unrestricted in accordance with the provisions of regulation 10, be marked at a level corresponding to the minimum distance below the moulded line of the second deck derived from the tonnage mark table, and shall indicate the maximum draught to which the ship can be loaded if the exemption granted in accordance with the provisions of regulation 9 is to be maintained.

(c) An additional horizontal line indicating a similarly permissible draught in freshwater and tropical waters may be assigned. This additional line shall be 9 inches (230 millimetres) long and 1 inch (25 millimetres) wide, measured from a vertical line 1 inch (25 millimetres) wide marked at the after end of and perpendicular to the tonnage mark, and shall be one forty-eighth ($\frac{1}{48}$) of the moulded draught to the tonnage mark above it.

(d) When the tonnage mark is restricted in accordance with the provisions of regulation 10, it shall be marked on a line level with the uppermost part of the load line grid other than timber load lines, in which case the additional line for freshwater and tropical waters shall not be marked.

(e) The tonnage mark shall be placed abaft amidships but as near thereto as practicable, but in no case shall the apex of the triangle be nearer than 21 inches (540 millimetres) or 78 inches (2,000 millimetres) further abaft from the vertical centre line of the loadline disc.

2. (a) The tonnage mark table is given at the end of this Annex. The figures in the table are the minimum distances from the moulded line of the second deck or, where the deck is stepped, from the equivalent thereof, to the upper edge of the tonnage mark.

(b) The tonnage mark table is presented for lengths up to 800 feet at intervals of 10 feet and for lengths up to 244 metres at intervals of 3 metres and the ratios L_t/D_s from 12 to 20.

(c) The length L_t shall be the horizontal distance on the second deck between two points, of which the foremost is the point where the under side of that deck, or the line thereof at the stem, meets the inner surface of the ceiling, sparring or frames, and the aftermost is the point where the under side of that deck, or the line thereof, meets the inner surface of the ceiling, sparring or frames in the middle plane of the stern. Where the second deck is stepped, the equivalent length indicated in figure 2 shall be used.

(d) The depth D_s shall be the moulded depth to the second deck. Where the second deck is stepped the equivalent depth indicated in figure 2 shall be used.

3. Where a load line is not assigned to a ship, the apex of the identification triangle shall be placed at the middle of the length L_t and the line of the uppermost complete deck shall be indicated by a deck line which shall be a horizontal line 12 inches (300 millimetres) long and 1 inch (25 millimetres) wide marked centrally and vertically above the apex of the identification triangle. The upper edge of the deck line shall pass through the point where the continuation outwards of the upper surface of the uppermost complete deck intersects the outer surface of the shell. Where the uppermost complete deck is partly sheathed amidships, the upper edge of the deck line shall pass through the point where the continuation outwards of the upper surface of the actual sheathing at amidships intersects the outer surface of the shell.

4. The marks reflected in figure 1 and the deck line marked in terms of paragraph 3, shall be painted in white or yellow on a dark ground or in black on a light ground. They shall also be carefully cut in or centre punched on the sides of a steel ship. In the case of a wooden ship the marks shall be cut into the planking at least one-eighth of an inch deep. The marks shall be plainly visible and, if necessary, special arrangements shall be made for this purpose to the satisfaction of the surveyor.

BYLAE 2.

VORM EN PLEK VAN TONNEMAATMERK.

1. (a) The tonnemaatmerk moet wees in die vorm getoon in figuur 1 en bestaan uit 'n horisontale lyn 15 duim (380 millimeter) lank en 1 duim (25 millimeter) wyd, waarop vir identifikasie 'n omgekeerde driehoek geplaas is waarvan elke sy 12 duim (300 millimeter) lank is en 1 duim (25 millimeter) wyd met sy tophoek op die middelpunt van die horisontale lyne.

(b) Die boonste rand van die horisontale lyn moet, indien onbeperk ooreenkomstig die bepalings van regulasie 10, gemerk word op 'n hoogte wat gelyk is aan die minimum afstand onderkant die gevormde lyn van die tweede dek wat verkry word van die tonnemaatmerktabel, en dui die maksimum diepgang aan tot welke 'n skip gelaai mag word indien die vrystelling verleen ooreenkomstig die bepalings van regulasie 9 nagekom moet word.

(c) 'n Bykomende horisontale lyn wat 'n soortgelyke toelaatbare diepgang in varswater en tropiese water aandui, mag toegeken word. Hierdie bykomende lyn is 9 duim (230 millimeter) lank en 1 duim (25 millimeter) wyd, gemeet vanaf 'n vertikale lyn 1 duim (25 millimeter) wyd gemerk by die agterend van en loodreg op die tonnemaatmerk, en is een agt-en-veertigste ($\frac{1}{48}$) van die gevormde diepgang tot die tonnemaatmerk daarbo.

(d) Wanneer die tonnemaatmerk beperk is ooreenkomstig die bepalings van regulasie 10, word dit gemerk op 'n lyn waterpas met die heel boonste deel van die laslynrooster, uitgesonderd houtlaslyne, in welke geval die bykomende lyn vir varswater en tropiese water nie gemerk moet word nie.

(e) Die tonnemaatmerk word agter midskeeps geplaas maar so naby daartoe as prakties moontlik, maar in geen geval moet die tophoek van die driehoek nader as 21 duim (540 millimeter) of 78 duim (2,000 millimeter) verder agter van die vertikale middellyn van die laslynskyf wees nie.

2. (a) Die tonnemaatmerktabel verskyn aan die end van hierdie bylae. Die syfers in die tabel is die minimum afstande vanaf die gevormde lyn van die tweede dek of, waar die dek trapvormig is, vanaf die ekwivalent daarvan, tot die boonste rand van die tonnemaatmerk.

(b) Die tonnemaatmerktabel word aangedui op lengtes tot en met 800 voet met tussenpose van 10 voet en vir lengtes van tot 244 meter met tussenpose van 3 meter en die verhoudings L_t/D_s van 12 tot 20.

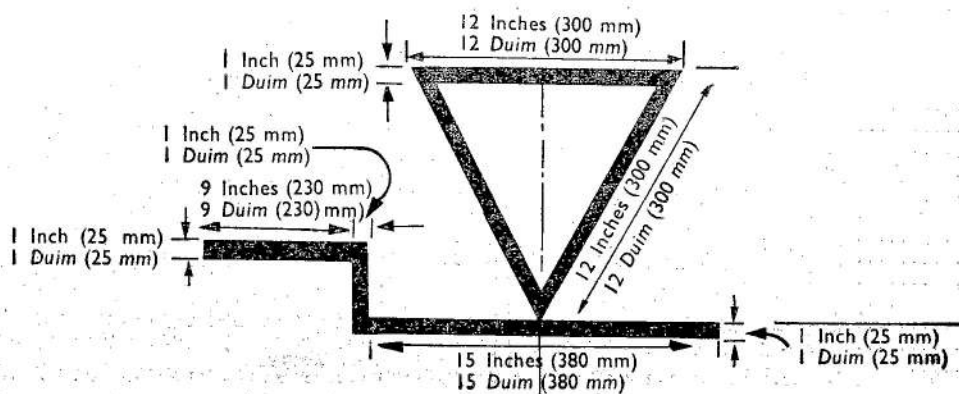
(c) Die lengte L_t is die horisontale afstand op die tweede dek tussen twee punte waarvan die voorste die punt is waar die onderkant van daardie dek, of die lyn daarvan by die voorstewe, die binneoppervlak van die soldering, sparring of spante ontmoet, en die agterste is die punt waar die onderkant van daardie dek, of die lyn daarvan die binneoppervlak van die soldering, sparring of spante in die middelvlek van die agterstewe ontmoet. Waar die tweede dek trapvormig is, word die ekwivalente lengte wat in figuur 2 aangedui word, gebruik.

(d) Die diepte D_s is die gevormde diepte tot die tweede dek. Waar die tweede dek trapvormig is, word die ekwivalente diepte wat in figuur 2 aangedui word, gebruik.

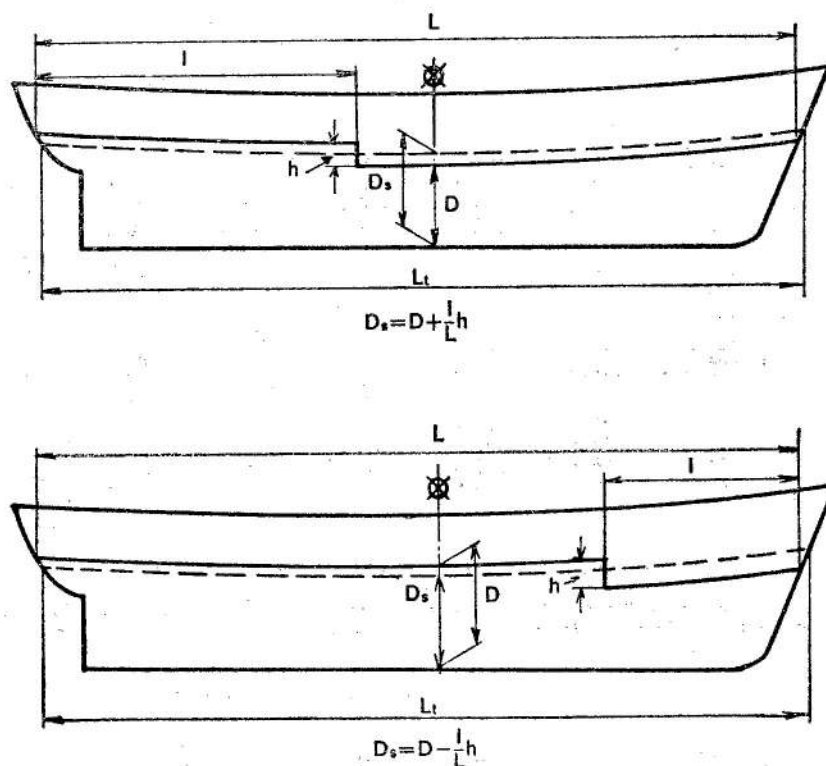
3. Waar geen laslyn aan die skip toegewys is nie, word die tophoek van die identifikasiedriehoek by die middel van die lengte L_t geplaas en die lyn van die heel boonste volledige dek word aangedui deur 'n dekllyn wat 'n horisontale lyn moet wees wat 12 duim (300 millimeter) lank en 1 duim (25 millimeter) wyd is, sentraal en vertikaal bo die tophoek van die identifikasiedriehoek gemerk. Die boonste rand van die dekllyn gaan deur die punt waar die verlenging buitekant toe weg van die boonste oppervlak van die heel boonste volledige dek die buiteoppervlak van die huid sny. Waar die heel boonste volledige dek gedeeltelik midskeeps beklee is, gaan die boonste rand van die dekllyn deur die punt waar die verlenging buitekant toe weg van die boonste oppervlak van die werklike bekleding midskeeps die buiteoppervlak van die huid sny.

4. Die merke aangegee in figuur 1 en die dekllyn gemerk kragtens paragraaf 3, moet wit of geel op 'n donker agtergrond of swart op 'n ligte agtergrond geverf word. Hulle moet ook sorgvuldig ingesny of met 'n senterpons in die sye van 'n staalskip ingeslaan word. In die geval van 'n houtskip moet die merke in die plankwerk minstens een agste van 'n duim diep gesny word. Die merke moet duidelik sigbaar wees, en indien nodig, moet spesiale reëlings vir hierdie doel tot bevrediging van die opnemer getref word.

FIGURE/FIGUUR 1.



FIGURE/FIGUUR 2.



Where: D is the moulded depth to the second deck;
L is the tonnage length under the second deck;
l is the tonnage length of the break or the part of the ship forward of the break, as the case may be;
h is the moulded depth of the break.
 $\frac{L_t}{D_s}$ } See Annex 2.

Waar: D die gevormde diepte tot die tweede dek is;
L die tonnemaatlengte onder die tweede dek is;
l die tonnemaatlengte van die breuk of die gedeelte van die skip voor die breuk is, na gelang van die geval;
h die gevormde diepte van die breuk is.
 $\frac{L_t}{D_s}$ } Kyk bylae 2.

TONNAGE MARK TABLE.—TONNEMAATMERKTABEL.

(a) Minimum distance from the moulded line of the second deck to the upper edge of the tonnage mark/Minimum afstand vanaf die gevormde lyn van die tweede dek tot by die boonste rand van die tonnemaatmerk.

$\frac{L_t}{D_s}$ Length L_t in ft. Lengte L_t in vt.	In inches/In duim.								
	12.	13.	14.	15.	16.	17.	18.	19.	20.
220 and under/en minder.....	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
230.....	3.2	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
240.....	4.7	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
250.....	6.3	3.3	2.0	2.0	2.0	2.0	2.0	2.0	2.0
260.....	8.0	4.8	2.1	2.0	2.0	2.0	2.0	2.0	2.0
270.....	9.9	6.4	3.5	2.0	2.0	2.0	2.0	2.0	2.0
280.....	11.8	8.1	4.9	2.1	2.0	2.0	2.0	2.0	2.0
290.....	13.9	9.9	6.5	3.5	2.0	2.0	2.0	2.0	2.0
300.....	16.0	11.7	8.1	4.9	2.1	2.0	2.0	2.0	2.0
310.....	18.3	13.7	9.8	6.4	3.5	2.0	2.0	2.0	2.0
320.....	20.7	15.8	11.7	8.1	4.9	2.1	2.0	2.0	2.0
330.....	23.2	18.0	13.6	9.8	6.4	3.5	2.0	2.0	2.0
340.....	25.9	20.4	15.7	11.6	8.1	4.9	2.1	2.0	2.0
350.....	28.7	22.9	17.9	13.6	9.8	6.5	3.6	2.0	2.0
360.....	31.7	25.5	20.2	15.7	11.7	8.2	5.0	2.2	2.0
370.....	34.7	28.3	22.7	17.9	13.6	9.9	6.6	3.7	2.0
380.....	38.0	31.1	25.3	20.2	15.7	11.8	8.3	5.2	2.4
390.....	41.3	34.1	27.9	22.6	17.9	13.8	10.1	6.8	3.8
400.....	44.8	37.2	30.7	25.0	20.1	15.8	11.9	8.4	5.3
410.....	48.2	40.3	33.5	27.7	22.6	18.1	14.0	10.4	7.2
420.....	51.5	43.4	36.4	30.4	25.2	20.6	16.4	12.7	9.4
430.....	54.8	46.5	39.4	33.3	27.9	23.2	19.0	15.2	11.8
440.....	58.4	49.9	42.6	36.4	30.9	26.0	21.7	17.8	14.4
450.....	62.1	53.4	46.0	39.6	33.9	29.0	24.6	20.6	17.1
460.....	65.9	57.0	49.5	42.9	37.1	32.1	27.6	23.5	19.9
470.....	69.8	60.7	53.0	46.3	40.4	35.2	30.6	26.5	22.8
480.....	73.7	64.4	56.5	49.7	43.7	38.4	33.7	29.5	25.7
490.....	77.5	68.1	60.0	53.0	46.9	41.5	36.7	32.4	28.5
500.....	81.2	71.6	63.4	56.2	50.0	44.5	39.6	35.2	31.2
510.....	84.9	75.1	66.7	59.4	53.0	47.4	42.4	37.9	33.9
520.....	88.4	78.4	69.9	62.4	55.9	50.2	45.1	40.5	36.4
530.....	91.8	81.6	72.9	65.3	58.7	52.9	47.7	43.0	38.8
540.....	95.2	84.8	75.9	68.1	61.4	55.5	50.2	45.4	41.2
550.....	98.4	87.8	78.8	70.9	64.0	58.0	52.6	47.8	43.4
560.....	101.6	90.8	81.6	73.6	66.6	60.5	55.0	50.1	45.6
570.....	104.8	93.8	84.4	76.3	69.2	62.9	57.3	52.3	47.8
580.....	107.9	96.8	87.2	78.9	71.7	65.3	59.6	54.5	49.9
590.....	111.0	99.7	90.0	81.5	74.2	67.7	61.9	56.7	52.0
600.....	114.0	102.5	92.6	84.0	76.5	69.9	64.0	58.8	54.0
610.....	117.0	105.3	95.2	86.5	78.9	72.1	66.2	60.8	56.0
620.....	120.0	108.0	97.8	88.9	81.2	74.4	68.3	62.8	58.0
630.....	122.9	110.7	100.4	91.3	83.5	76.6	70.4	64.8	59.9
640.....	125.7	113.4	102.9	93.7	85.8	78.7	72.4	66.8	61.7

L _t /D _s .	In inches/In duim.								
	12.	13.	14.	15.	16.	17.	18.	19.	20.
Length L _t in ft. Lengte L _t in vt.									
650.....	128.6	116.1	105.4	96.1	88.0	80.8	74.4	68.7	63.6
660.....	131.4	118.7	107.8	98.3	90.1	82.8	76.3	70.6	65.3
670.....	134.2	121.2	110.2	100.6	92.2	84.8	78.3	72.4	67.1
680.....	136.9	123.8	112.6	102.9	94.3	86.8	80.2	74.2	68.9
690.....	139.6	126.3	115.0	105.1	96.4	88.8	82.1	76.0	70.6
700.....	142.3	128.8	117.3	107.3	98.5	90.8	83.9	77.8	72.3
710.....	144.9	131.3	119.6	109.4	100.5	92.7	85.7	79.5	73.9
720.....	147.5	133.7	121.8	111.5	102.5	94.6	87.5	81.2	75.5
730.....	150.1	136.1	124.0	113.6	104.5	96.5	89.3	82.9	77.1
740.....	152.7	138.5	126.2	115.7	106.5	98.3	91.1	84.5	78.7
750.....	155.3	140.8	128.5	117.8	108.4	100.1	92.8	86.1	80.3
760.....	157.8	143.1	130.6	119.7	110.3	101.9	94.4	87.8	81.7
770.....	160.2	145.4	132.7	121.7	112.1	103.6	96.0	89.3	83.2
780.....	162.6	147.6	134.8	123.7	113.9	105.3	97.6	90.8	84.7
790.....	165.1	149.9	136.9	125.6	115.7	107.0	99.2	92.3	86.1
800.....	167.5	152.1	138.9	127.4	117.4	108.6	100.8	93.8	87.4

TONNAGE MARK TABLE.—TONNEMAATMERKTABEL.

(b) Minimum distance from the moulded line of the second deck to the upper edge of the tonnage mark/Minimum afstand vanaf die gevormde lyn van die tweede dek tot by die boonste rand van die tonnemaatmerk.

L _t /D _s .	In millimetres/In millimeter.								
	12.	13.	14.	15.	16.	17.	18.	19.	20.
Length L _t in metres. Lengte L _t in meter.									
67 and under/en minder.....	51	51	51	51	51	51	51	51	51
70.....	81	51	51	51	51	51	51	51	51
73.....	118	51	51	51	51	51	51	51	51
76.....	157	82	51	51	51	51	51	51	51
79.....	201	119	51	51	51	51	51	51	51
82.....	246	159	84	51	51	51	51	51	51
85.....	294	200	120	51	51	51	51	51	51
88.....	344	244	158	83	51	51	51	51	51
91.....	398	291	199	119	51	51	51	51	51
94.....	455	341	243	158	83	51	51	51	51
97.....	515	393	288	198	119	51	51	51	51
100.....	577	447	336	240	155	81	51	51	51
103.....	643	506	388	286	196	117	51	51	51
106.....	713	567	442	334	239	156	82	51	51
109.....	785	631	499	385	285	196	118	51	51
112.....	862	699	559	438	333	240	157	83	51
115.....	943	772	624	497	386	288	200	122	52
118.....	1,026	845	690	556	439	336	243	161	87
121.....	1,111	921	758	617	494	385	288	202	124
124.....	1,199	1,000	829	682	553	439	338	247	165
127.....	1,279	1,075	900	749	617	500	397	304	220
130.....	1,362	1,154	975	820	685	566	460	365	279
133.....	1,450	1,237	1,054	896	757	635	527	429	342
136.....	1,541	1,323	1,135	974	832	707	596	496	407
139.....	1,636	1,413	1,222	1,057	912	784	671	569	478
142.....	1,732	1,504	1,309	1,140	992	862	746	642	548
145.....	1,829	1,597	1,397	1,225	1,074	941	823	717	621
148.....	1,926	1,688	1,485	1,309	1,155	1,019	898	790	692
151.....	2,020	1,778	1,570	1,390	1,233	1,095	971	861	761
154.....	2,112	1,865	1,653	1,470	1,309	1,168	1,042	930	828
157.....	2,203	1,951	1,735	1,548	1,384	1,241	1,112	998	894
160.....	2,288	2,032	1,812	1,622	1,455	1,308	1,177	1,061	955
163.....	2,374	2,112	1,888	1,694	1,525	1,375	1,241	1,122	1,015
166.....	2,455	2,189	1,961	1,763	1,591	1,438	1,302	1,181	1,072
169.....	2,537	2,266	2,033	1,832	1,656	1,501	1,363	1,239	1,128
172.....	2,616	2,340	2,103	1,899	1,720	1,562	1,421	1,295	1,182
175.....	2,694	2,414	2,173	1,965	1,783	1,622	1,479	1,351	1,236
178.....	2,772	2,487	2,242	2,030	1,845	1,682	1,536	1,406	1,289
181.....	2,850	2,560	2,312	2,096	1,907	1,741	1,593	1,461	1,342
184.....	2,924	2,629	2,376	2,157	1,965	1,797	1,646	1,512	1,391
187.....	2,999	2,699	2,441	2,219	2,024	1,853	1,700	1,563	1,440
190.....	3,072	2,768	2,506	2,280	2,083	1,909	1,753	1,614	1,489
193.....	3,144	2,835	2,569	2,340	2,139	1,962	1,804	1,663	1,536
196.....	3,215	2,901	2,632	2,398	2,195	2,015	1,855	1,711	1,582
199.....	3,286	2,967	2,694	2,456	2,250	2,067	1,905	1,759	1,628
202.....	3,356	3,032	2,754	2,513	2,304	2,118	1,953	1,805	1,672
205.....	3,425	3,096	2,814	2,570	2,357	2,169	2,001	1,851	1,716
208.....	3,493	3,160	2,874	2,626	2,410	2,219	2,049	1,897	1,760
211.....	3,561	3,223	2,933	2,682	2,462	2,268	2,096	1,942	1,803
214.....	3,628	3,285	2,991	2,736	2,513	2,317	2,142	1,986	1,845
217.....	3,694	3,346	3,048	2,790	2,562	2,365	2,187	2,029	1,886
220.....	3,760	3,407	3,105	2,843	2,613	2,412	2,232	2,072	1,927
223.....	3,825	3,467	3,161	2,895	2,662	2,458	2,276	2,113	1,966
226.....	3,889	3,526	3,216	2,947	2,710	2,504	2,319	2,154	2,005
229.....	3,951	3,584	3,270	2,998	2,758	2,549	2,361	2,194	2,043
232.....	4,013	3,642	3,323	3,047	2,805	2,593	2,402	2,233	2,080
235.....	4,075	3,699	3,376	3,096	2,851	2,636	2,443	2,272	2,117
238.....	4,136	3,755	3,428	3,144	2,897	2,678	2,483	2,310	2,153
241.....	4,197	3,810	3,479	3,192	2,941	2,720	2,523	2,347	2,188
244.....	4,257	3,865	3,530	3,240	2,986	2,762	2,562	2,384	2,223

ANNEX 3.

FEES FOR TONNAGE MEASUREMENT.

(1) The fees payable for the first survey of a ship for tonnage measurement in terms of paragraph 1 or 2 of Annex 1 are set out in columns (a) and (b), respectively, of the following table:—

Gross Tons.	(a) Full Measurement in terms of Paragraph 1.	(b) Full Measurement in terms of Paragraph 2.
50 tons and under....	R30.	R15.
Over 50 tons up to 100 tons.....	R50.	R25.
Over 100 tons.....	R50 plus R4 for each additional 100 tons or part thereof subject to a maximum of R450.	R25 plus R2 for each additional 100 tons or part thereof subject to a maximum of R225.

(2) In a case where a ship previously measured in terms of paragraph 2 of Annex 1, is re-measured in terms of paragraph 1 of that Annex, the full fee prescribed for measurement in terms of paragraph 1 of that Annex shall be paid.

(3) In a case where a ship has been measured in a foreign port by arrangement with the Government of the country in which that port is situated or with some other responsible body or person, for the purpose of provisional registration or otherwise, the fee to be paid for checking tonnage computation shall be R100.

(4) In the case of the first survey of an existing ship the following fees shall apply:—

Gross Tons.	Fee.
50 tons and under.....	R30.
Over 50 tons up to 100 tons....	R50.
Over 100 tons.....	R50 plus R2 for each additional 100 tons or part thereof subject to a maximum of R225.

(5) Where in consequence of alterations either on the upper deck or in the engine-room of the ship, that ship is re-measured, or where a ship is re-measured to determine the allowance for propelling-power space in accordance with regulation 12 (a), or the deductions which may be made from the gross tonnage of a ship in accordance with the provisions of paragraphs (b) to (j), both inclusive, of regulation 12, the following fees shall apply:—

Gross Tons.	(i) Alterations in Upper Deck or in Engine Room.	(ii) Determination of Allowance for Propelling- power Space— Regulation 12 (a)	(iii) Deductions from Gross Tonnage— Regulation 12 (b) to (j)—and inspection of the crew spaces if carried out concurrently.
50 tons and under	R5	R5	R5.
Over 50 tons up to 100 tons.....	R10	R10	R10
Over 100 tons....	R10 plus R1 for each additional 100 tons or part thereof subject to a maximum of R50	R10 plus R1 for each additional 100 tons or part thereof subject to a maximum of R50	R10 plus R1 for each additional 100 tons or part thereof subject to a maximum of R50.

Provided that in the case of a ship of over 100 gross tons where the alterations are of a minor character, the Secretary may allow the payment of a fee which is less than the fee prescribed above but which is proportionate to the amount of work involved: Provided further that such fee shall not be less than R10.

(6) The fees for re-measurement where re-measurement includes under-deck tonnage, shall be as set out in column (b) of the table set out in paragraph (1).

(7) The fees for the survey for tonnage measurement of a foreign ship which has previously been measured for a tonnage certificate in terms of these regulations or in terms of any Act which has been repealed by section 1 of Act No. 57 of 1951, shall be as follows:—

(a) where the principal dimensions of the ship are found not to agree with the figures shown on the existing foreign tonnage certificate: the fees set out in paragraph (1);

BYLAE 3.

GELDE VIR BEREKENING VAN TONNEMAAT.

(1) Die gelde betaalbaar vir die eerste opmeting van 'n skip vir doeleindes van tonnemaatberekening ingevolge paragraaf 1 of 2 van Bylae 1 word onderskeidelik in kolom (a) en (b) in die tabel hieronder uiteengesit:—

Bruto tonnemaat.	(a) Volledige opmeting ingevolge paragraaf 1.	(b) Volledige opmeting ingevolge paragraaf 2.
50 ton en minder...	R30	R15.
Meer as 50 ton tot 100 ton.....	R50	R25.
Meer as 100 ton.....	R50 plus R4 vir elke bykomende 100 ton of deel daarvan behoudens 'n maksimum van R450	R25 plus R2 vir elke bykomende 100 ton of deel daarvan behoudens 'n maksimum van R225.

(2) In die geval waar 'n skip wat voorheen ingevolge paragraaf 2 van Bylae 1 opgemeet is, ingevolge paragraaf 1 van daardie Bylae heropgemeet word, moet die volle bedrag wat voorgeskryf is vir opmeting ingevolge paragraaf 1 van daardie Bylae, betaal word.

(3) In die geval waar 'n skip in 'n vreemde hawe opgemeet is deur middel van reëling met die regering van die land waarin daardie hawe geleë is of met 'n ander verantwoordelike organisasie of persoon, met die doel op voorlopige registrasie of andersins, is die gelde wat vir die nasien van tonnemaatberekening betaal moet word R100.

(4) In die geval van die eerste opmeting van 'n bestaande skip, is onderstaande gelde van toepassing:—

Bruto tonnemaat.	Gelde.
50 ton en minder.....	R30.
Meer as 50 ton tot 100 ton...	R50.
Meer as 100 ton.....	R50 plus R2 vir elke bykomende 100 ton of deel daarvan behoudens 'n maksimum van R225.

(5) Waar 'n skip heropgemeet word as gevolg van verbouings of op die bodek of in die enjinkamer van daardie skip, of waar 'n skip heropgemeet word om die toelating van te stel vir die aandrywingskragruimte ooreenkomstig regulasie 12 (a), of die aftrekkings wat van die bruto tonnemaat van 'n skip ooreenkomstig die bepaling van paragrafe (b) tot en met (j) van Regulasie 12 gemaak mag word, is onderstaande gelde van toepassing:—

Bruto tonnemaat.	(i) Verbouings aan bodek of in enjinkamer.	(ii) Bepaling van toelating vir aandrywings- kragruimte— Regulasie 12 (a).	(iii) Aftrekkings van bruto tonnemaat— Regulasie 12 (b) tot (j)— en inspeksie van die beman- ningsruimtes indien gelyk- tydig uitgevoer.
50 ton en minder	R5	R5	R5
Meer as 50 ton tot 100 ton.....	R10	R10	R10
Meer as 100 ton..	R10 plus R1 vir elke bykomende 100 ton of deel daarvan behoudens 'n maksimum van R50	R10 plus R1 vir elke bykomende 100 ton of deel daarvan behoudens 'n maksimum van R50	R10 plus R1 vir elke bykomende 100 ton of deel daarvan behoudens 'n maksimum van R50

Met dien verstande dat, in die geval van 'n skip van meer as 100 bruto ton waar die verbouings van 'n geringe aard is, die Sekretaris die betaling van 'n bedrag kan toelaat wat minder is as dié wat hierbo voorgeskryf is maar wat proporsioneel is met die hoeveelheid werk wat daarby betrokke is: met dien verstande voorts dat sodanige bedrag nie minder as R10 sal wees nie.

(6) Die gelde vir heropmeting waar heropmeting die onderdekse tonnemaat insluit, is soos uiteengesit in kolom (b) van die tabel wat in paragraaf (1) voorkom.

(7) Die gelde vir die opmeting vir tonnemaatbepaling van 'n vreemde skip wat voorheen opgemeet is vir 'n tonnemaatsertifikaat ingevolge hierdie regulasies of ingevolge enige Wet wat herroep is by artikel 1 van Wet No. 57 van 1951, is soos volg:—

(a) waar gevind word dat die grootste dimensies van die skip nie klop met die syfers wat op die bestaande vreemde tonnemaatsertifikaat voorkom nie: die gelde uiteengesit in paragraaf (1);

- (b) where it is found that the principal dimensions agree and that no alterations to the ship affecting her tonnage as indicated by the existing foreign tonnage formula have been made: the fee of R20; and
- (c) where the under-deck of the ship is found to be unaltered but other items found to differ: the same fee as is charged for the check measurement of the principal dimensions, viz. R20, plus the relative fee set out in paragraph (5).
- (8) The fee for a certified copy of a tonnage certificate issued in terms of these regulations shall be R2.
- (9) In special cases details of tonnage calculations in accordance with these regulations may be supplied to an owner on payment of a fee of R5 per sheet, subject to a minimum charge of R20.
- (10) The fees payable in terms of paragraphs (1) and (4), shall cover any number of separate visits to the ship which the surveyor may find it necessary to make before he is able to complete the survey of that ship.
- (11) In the case of a ship with dual tonnages, the fees shall be based on the higher gross tonnage.
- (12) The fee for the measurement of a ship in accordance with the regulations of the Suez Canal Company and the rules of the Panama Canal Company and for the issue of a Suez Canal or Panama Canal certificate, shall be as follows:—
- (a) for the first measurement, or re-measurement including under-deck re-measurement, of a ship when South African tonnage figures are available: two-fifths of the fee set out in paragraph (1) and if the measurements are made concurrently, the fee for the measurement and the issue of both certificates shall be three-fifths of the fee set out in paragraph (1);
- (b) for the first measurement, or re-measurement including under-deck re-measurement, of a ship when South African tonnage figures are not available: the fee as set out in paragraph (1) and if the measurements are made concurrently, the fee for the measurement and the issue of both certificates shall be as set out in paragraph (1) plus two-fifths of that fee;
- (c) for the re-measurement of a ship not involving under-deck tonnage and for the issue of a further certificate or certificates: the fee as set out in paragraph (5).
- (13) The fee for a certified copy of a Suez Canal certificate or a Panama Canal Certificate, referred to in paragraph (12), shall be R2.
- (14) The fee paid in accordance with Annex B to the Registration of Ships Regulations, 1961, in respect of the inspection of the marking resulting from a change of the name of a ship, shall cover the issue of an amended Suez Canal and/or Panama Canal certificate.

- (b) waar gevind word dat die grootste dimensies klop en dat geen verbouings aan die skip gemaak is wat sy tonnemaat, soos aangedui deur die bestaande vreemde tonnemaatformule, gemaak is nie: die bedrag van R20; en
- (c) waar gevind word dat die onderdek van die skip onveranderd is maar dat ander items verskil: dieselfde gelde as wat gevra word vir die nagaanmeting van die grootste dimensies naamlik R20 plus die betrokke gelde uiteengesit in paragraaf (5).
- (8) Die gelde vir 'n gesertifiseerde afskrif van 'n tonnemaatsertifikaat wat ingevolge hierdie regulasies uitgereik is, is R2.
- (9) In spesiale gevalle mag besonderhede van tonnemaatberekenings ooreenkomstig hierdie regulasies aan 'n eienaar verskaf word by betaling van 'n bedrag van R5 per vel, behoudens 'n minimum bedrag van R20.
- (10) Die gelde betaalbaar ingevolge paragrawe (1) en (4), dek enige aantal afsonderlike besoeke aan die skip wat die opnemer nodig vind om te doen voordat hy in staat is om die opmeting van daardie skip te voltooi.
- (11) In die geval van 'n skip met dubbele tonnemaat, word die gelde gebaseer op die groter bruto tonnemaat.
- (12) Die gelde vir die opmeting van 'n skip ooreenkomstig die regulasies van die Suezkanaal-kompanjie en die reëls van die Panama-kanaal-kompanjie en vir die uitreiking van 'n Suezkanaal- of 'n Panamakanaal-sertifikaat, is soos volg:—
- (a) vir die eerste opmeting, of heropmeting met inbegrip van onderdekse heropmeting, van 'n skip wanneer Suid-Afrikaanse tonnemaatsyfers beskikbaar is: twee vyfdes van die bedrag in paragraaf (1) uiteengesit en indien die opmetings gelyktydig gedoen is, is die bedrag vir die opmeting en die uitreiking van beide sertifikate drie vyfdes van die bedrag in paragraaf (1) uiteengesit;
- (b) vir die eerste opmeting, of heropmeting met inbegrip van onderdekse heropmeting, van 'n skip wanneer Suid-Afrikaanse tonnemaatsyfers nie beskikbaar is nie: die bedrag soos in paragraaf (1) uiteengesit en indien die opmetings gelyktydig gedoen is, is die bedrag vir die opmeting en die uitreiking van beide sertifikate soos in paragraaf (1) uiteengesit plus twee vyfdes van daardie bedrag;
- (c) vir die heropmeting van 'n skip waarby onderdekse tonnemaat nie betrokke is nie en vir die uitreiking van 'n verdere sertifikaat of sertifikate: die bedrag soos in paragraaf (5) uiteengesit.
- (13) Die gelde vir 'n gesertifiseerde afskrif van 'n Suezkanaal-sertifikaat of 'n Panamakanaal-sertifikaat, waarna in paragraaf (12) verwys word, is R2.
- (14) Die gelde wat betaal word ooreenkomstig Bylae B by die Regulasies in verband met die Registrasie van Skepe, 1961 ten opsigte van die inspeksie van die merke wat voortspruit uit die verandering van die naam van 'n skip, dek die uitreiking van 'n gewysigde Suezkananaal- en/of Panamakanaal-sertifikaat.

T.V. 5/31.



BYLAE 4.—ANNEX 4.

REPUBLIEK VAN SUID-AFRIKA.—REPUBLIC OF SOUTH AFRICA.

DEPARTEMENT VAN VERVOER, MARINE-AFDELING.—DEPARTMENT OF TRANSPORT, MARINE DIVISION.
 Handelskeepvaartwet, 1951 (Wet No. 57 van 1951), soos gewysig.—Merchant Shipping Act, 1951 (Act No. 57 of 1951), as amended.

TONNEMAATSERTIFIKAAT.—TONNAGE CERTIFICATE.

BESONDERHEDE VAN SKIP.—PARTICULARS OF SHIP.

Naam van skip. <i>Name of ship.</i>	Registrasiehawe. <i>Port of Registry.</i>	Amptelike Nommer. <i>Official Number.</i>
Wanneer en waar gebou. <i>When and where Built.</i>	Naam en adres van bouers. <i>Name and Address of Builders.</i>	Seil-, stoom- of motorskip; indien stoom- of motorskip, meld hoe aangedryf. <i>Sailing, Steam or Motor Ship; if Steam or Motor, State how Propelled.</i>

		Voet. Feet.	Tiendes. Tenths.
Getal dekke..... Number of decks			
Getal maste..... Number of masts	Lengte van die voorkant van die voorstewe af tot aan die voor- kant van die roerkoning..... <i>Length from fore-part of stem to the forward side of the rudder stock</i>		
Opgetakel..... Rigged	Hoofbreedte tot aan buitekant van plate..... <i>Main breadth to outside of plating</i>		
Voorstewe..... Stem	Diepte in ruim van tonnemaatdek af tot aan soldering midskeeps <i>Depth in hold from tonnage deck to ceiling amidships</i>		
Agterstewe..... Stern	Diepte in ruim van bodek af tot aan soldering midskeeps in die geval van twee dekke en meer..... <i>Depth in hold from upper deck to ceiling amidships in the case of two decks and upwards</i>		
Bou..... Build	Diepte van bokant van bodek af teen kant midskeeps tot aan bodem van kiel <i>Depth from top of upper deck at side amidships to bottom of keel</i>		
Raamwerk en beskrywing van vaartuig.. Framework and description of vessel	Dekroning..... <i>Round of beam</i>		
Getal beskotte..... Number of bulkheads	Lengte van masjienkamer (as daar een is)..... <i>Length of engine-room (if any)</i>		
	Diepte van bokant van bodek af tot aan bokant van tonnemaat- merk..... <i>Depth from top of upper deck to top of tonnage mark</i>		Duim. Inches.

BESONDERHEDE VAN TONNEMAAT.—PARTICULARS OF TONNAGE.

Ek, die ondergetekende opnemer, deur die Minister van Vervoer aangestel, sertifiseer hierby dat ek bogenoemde skip opgemeet het volgens die vereistes van die Tonnemaatregulasies, 19____ en dat—

I, the undersigned surveyor, appointed by the Minister of Transport, hereby certify that I have measured the above-named ship in accordance with the requirements of the Tonnage Regulations, 19____, and that—

* (a) wanneer die tonnemaatmerke onder water is, die
when the tonnage marks are submerged, the—

bruto tonnemaat	ton (	kubieke meter) en die
gross tonnage is	tons (	cubic metres) and the
netto tonnemaat	ton (	kubieke meter) is;
net tonnage is	tons (	cubic metres);

* (b) wanneer die tonnemaatmerke nie onder water is nie, die—
when the tonnage marks are not submerged the—

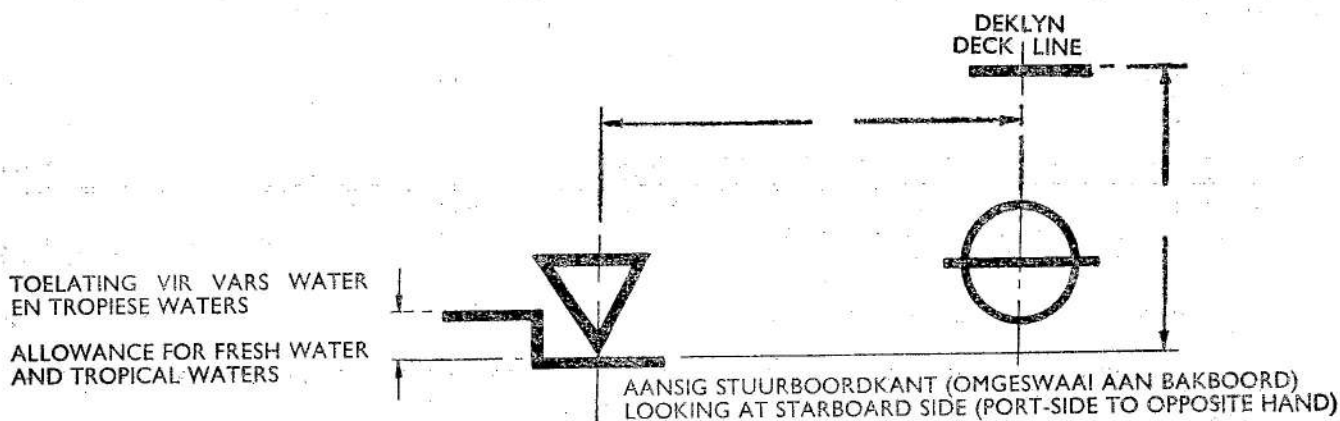
bruto tonnemaat	ton (	kubieke meter) en die
gross tonnage is	tons (	cubic metres) and the
netto tonnemaat	ton (	kubieke meter) is;
net tonnage is	tons (	cubic metres);

* (c) wanneer tonnemaatmerke nie toegewys is nie of onleesbaar of verwyder is of strook met die heel boonste laslynmerk, die—
when tonnage marks have not been assigned, or are illegible, or have been removed, or when they are in line with the uppermost load line mark, the—

bruto tonnemaat	ton (	kubieke meter) en die
gross tonnage is	tons (	cubic metres) and the
netto tonnemaat	ton (	kubieke meter) is.
net tonnage is	tons (	cubic metres).

* n Opsomming van die tonnemaatmeting verskyn op die keersy.
A summary of the tonnage measurements is given overleaf.

* Die tonnemaatmerke kom soos volg voor aan elke kant van die skip:—
The tonnage marks are situated on each side of the ship as follows:—



Uitgereik te _____ op hede die _____ dag van _____ 19____
Issued at _____ this _____ day of _____

* Skrap wat nie van toepassing is nie.
Delete that which does not apply.

Opnemer.—Surveyor.

OPSOMMING VAN DUBBELBODEMTENKE BESIKKBAAR VIR DIE VERVOER VAN BRANDSTOF, VRAG OF VOORRADE.
SUMMARY OF DOUBLE BOTTOM TANKS AVAILABLE FOR THE CARRIAGE OF FUEL, CARGO OR STORES.

Tenknommer. <i>Tank Number.</i>	Tussen rame. <i>Between frames.</i>	Bakboord of stuurboord. <i>Port or starboard.</i>	Besikikbaar vir— <i>Available for—</i>	Inhoudsvermoë in ton van 100 kubieke voet. <i>Capacity in Tons of 100 cubic feet.</i>
Getal, beskrywings en tonnemaat van tenke wat uitsluitlik gebruik word vir waterballas. <i>Number, description and tonnage of tanks used exclusively for water ballast.</i>				

Opsomming van Tonnemaatmeting.—Summary of Tonnage Measurement.

Ruimtes in bruto tonnemaat ingesluit. <i>Spaces included in Gross Tonnage.</i>	Ton/Tons.		Aftrekkings toegelaat. <i>Deductions allowed.</i>	Ton/Tons.	
	(a)	(b)		(a)	(b)
Onder tonnemaatdek..... <i>Under tonnage deck</i> Ruimte of ruimtes tussen dekke..... <i>Space or spaces between decks</i> Skiettoring of skag <i>Turret or trunk</i> Voorkasteel..... <i>Forecastle</i> Brugruimte..... <i>Bridge space</i> Kampanjedek..... <i>Poop</i> Breuk..... <i>Break</i> Kanthuise..... <i>Side houses</i> Dekhuise..... <i>Deck houses</i> Kaarthuis..... <i>Chart house</i> Ruimtes vir masjinerie en lig en lug (kyk Tonnemaatregulasies) <i>Spaces for machinery and lights and air (see Tonnage Regulations)</i> Oormaat aan luikopeninge..... <i>Excess of hatchways</i>			Weens ruimte wat vir dryfkrag nodig is..... <i>On account of space required for propelling power</i> Weens ruimte wat deur seelui of leerlingoffisiere geokkupeer, vir hul gebruik aangewend en vry gehou word van goedere of voor- rade van enige aard, wat nie die persoonlike eiendom van die bemanning is nie..... <i>On account of space occupied by seamen or apprentice-officers, and appropriated to their use, and kept free from goods or stores of every kind, not being the personal property of the crew</i> Weens— <i>On account of—</i> Gesagvoerder se akkommodasie..... <i>Master's accommodation</i> Navigasieruimtes..... <i>Navigational spaces</i> Veiligheidsuitrusting..... <i>Safety equipment</i> Werkwinkels en pakkamers..... <i>Workshops and storerooms</i> Donkiemotor en ketel..... <i>Donkey Engine and boiler</i> Pompkamers..... <i>Pump rooms</i> Seilkamer..... <i>Sail room</i> Waterballasruimtes..... <i>Water ballast spaces</i> Kubieke Meter. <i>Cubic Metres.</i>		
Bruto tonnemaat..... <i>Gross tonnage</i>			(a) (b)		
Aftrekkings, soos per kontra..... <i>Deductions, as per contra</i>					
Netto tonnemaat..... <i>Net tonnage</i>					
				TOTAAL..... <i>Total</i>	

OPM. 1.—Die tonnemaat van die masjienkamerruimtes onderkant die bodek is _____ en _____ ton ten opsigte van
onderskeidelik kolonne (a) en (b) en die tonnemaat van die totale ruimtes wat bokant die bodek afgeskort is vir die dryfmasjinerie
en vir lig en lug, is _____ en _____ ton ten opsigte van onderskeidelik (a) en (b).

NOTE 1.—The tonnage of the engine-room spaces below the upper deck is _____ and _____ tons in relation to columns (a)
and (b) respectively, and the tonnage of the total spaces framed in above the upper deck for propelling machinery and for light and
air is _____ and _____ tons in relation to columns (a) and (b), respectively,

OPM. 2.—Ondergenoemde ruimtes bokant die bodek is nie ingesluit nie in die kubieke inhoud wat die skip se netto tonnemaat uitmaak soos
gemeld in—

NOTE 2.—The undermentioned spaces above the upper deck are not included in the cubic contents forming the ships' net tonnage as reflected in—
kolom (a) _____
column _____

kolom (b) _____
column _____

OPM. 3.—Die kolomme gemerk (a) hierbo, is die opsomming van die tonnemaatmeting—
NOTE 3.—The columns marked (a) above reflect the summary of the tonnage measurement—

- (i) wanneer die tonnemaatmerke, indien daar is, onder water is; of
when the tonnage marks, if any, are submerged; or
(ii) wanneer die tonnemaatmerke nie toegewys is nie of onleesbaar of verwyder is.
when tonnage marks have not been assigned, or are illegible, or have been removed.

Die kolomme gemerk (b) hierbo, is die opsomming van die tonnemaatmeting—
The columns marked (b) above reflects the summary of the tonnage measurement—

- (i) wanneer die tonnemaatmerke, indien daar is, nie onderwater is nie; of
when the tonnage marks, if any, are not submerged; or
(ii) wanneer die tonnemaatmerke strook met die heel boonste laslynmerk.
when the tonnage marks are in line with the uppermost load line mark.

DEPARTMENT OF EDUCATION, ARTS AND SCIENCE.

No. R. 1904.] [2 December 1966.
UNIVERSITY OF PORT ELIZABETH.—STATUTE—
AMENDMENT.

The Minister of Education, Arts and Science has, under and by virtue of the powers vested in him by section 17 (2) of the Universities Act, 1955, approved the following amendment of the statute of the University of Port Elizabeth, published under Government Notice No. R. 766 of 28th May, 1965, as amended by Government Notice No. 27 of 7th January, 1966.

The following paragraph is substituted for paragraph 36:—

“DESIGNATION OF DEGREES.

36. Subject to the provisions of this statute, the University may confer the following degrees, to be denoted by the letters indicated below:—

Designation.	Denoted by the letters:
(i) In the Faculty of Arts:—	
Baccalaureus artium.....	B.A.
Baccalaureus musicae.....	B.Mus.
Baccalaureus juris.....	B.Juris.
Baccalaureus legum.....	LL.B.
Baccalaureus artium honores.....	B.A. (Hons.)
Baccalaureus musicae honores.....	B.Mus. (Hons.)
Magister artium.....	M.A.
Magister musicae.....	M.Mus.
Doctor philosophiae.....	D.Phil.
Doctor litterarum.....	D.Litt.
Doctor musicae.....	D.Mus.
Doctor juris.....	D.Juris.
(ii) In the Faculty of Science:—	
Baccalaureus scientiae.....	B.Sc.
Baccalaureus scientiae honores.....	B.Sc. (Hons.)
Magister scientiae.....	M.Sc.
Philosophiae doctor.....	Ph.D.
(iii) In the Faculty of Education:—	
Baccalaureus educationis.....	B.Ed.
Magister educationis.....	M.Ed.
Doctor educationis.....	D.Ed.
(iv) In the Faculty of Commerce and Administration:—	
Baccalaureus commercii.....	B.Com.
Baccalaureus commercii honores.....	B.Com. (Hons.)
Magister commercii.....	M.Com.
Doctor commercii.....	D.Com.”.

DEPARTMENT OF POSTS AND TELEGRAPHS.

No. R. 1903.] [2 December 1966.

The State President has been pleased, under the provisions of section three of Act No. 44 of 1958, to approve of the application of the following tariff in respect of radiotelephone calls to Ascension.

First 3 minutes or portion thereof.	Each additional minute.	Report charge.
R	R	R
7.50	2.50	0.40

DEPARTEMENT VAN ONDERWYS, KUNS EN WETENSKAP.

No. R. 1904.] [2 Desember 1966.
UNIVERSITEIT VAN PORT ELIZABETH.—
STATUUT—WYSIGING.

Kragtens die bevoegdheid hom by artikel 17 (2) van die Wet op Universiteite, 1955, verleen, het die Minister van Onderwys, Kuns en Wetenskap onderstaande wysiging van die statuut van die Universiteit van Port Elizabeth, afgekondig by Goewermentskennisgewing No. R. 766 van 28 Mei 1965, soos gewysig by Goewermentskennisgewing No. R. 27 van 7 Januarie 1966, goedgekeur.

Paragraaf 36 word deur onderstaande paragraaf vervang:—

„NAME VAN GRADE.

36. Behoudens die bepalinge van hierdie statuut, kan die Universiteit onderstaande grade toeken, wat aangedui word deur die letters hieronder aangegee:—

Naam.	Aangedui deur die letters:
(i) In die Fakulteit van Lettere en Wysbegeerte:	
Baccalaureus artium.....	B.A.
Baccalaureus musicae.....	B.Mus.
Baccalaureus juris.....	B.Juris.
Baccalaureus legum.....	LL.B.
Baccalaureus artium honores.....	B.A. (Hons.)
Baccalaureus musicae honores.....	B.Mus. (Hons.)
Magister artium.....	M.A.
Magister musicae.....	M.Mus.
Doctor philosophiae.....	D.Phil.
Doctor litterarum.....	D.Litt.
Doctor musicae.....	D.Mus.
Doctor juris.....	D.Juris.
(ii) In die Fakulteit van Natuurwetenskappe:—	
Baccalaureus scientiae.....	B.Sc.
Baccalaureus scientiae honores.....	B.Sc. (Hons.)
Magister scientiae.....	M.Sc.
Philosophiae doctor.....	Ph.D.
(iii) In die Fakulteit van Opvoedkunde:—	
Baccalaureus educationis.....	B.Ed.
Magister educationis.....	M.Ed.
Doctor educationis.....	D.Ed.
(iv) In die Fakulteit van Handelwetenskappe en Administrasie:—	
Baccalaureus commercii.....	B.Com.
Baccalaureus commercii honores.....	B.Com. (Hons.)
Magister commercii.....	M.Com.
Doctor commercii.....	D.Com.”.

DEPARTEMENT VAN POS-EN- TELEGRAAFWESE.

No. R. 1903.] [2 Desember 1966.

Dit het die Staatspresident behaag om, kragtens die bepalinge van artikel drie van Wet No. 44 van 1958, sy goedkeuring te heg aan die toepassing van die volgende tarief ten opsigte van radiotelefoonoprope na Ascension.

Eerste 3 minute of gedeelte daarvan.	Elke bykomende minuut.	Verslagkoste.
R	R	R
7.50	2.50	0.40

DEPARTMENT OF LABOUR.

No. R. 1908.] [2 December 1966.
INDUSTRIAL CONCILIATION ACT, 1956, AS
AMENDED.

WORK RESERVATION DETERMINATION No. 19,
DRIVING OF MOTOR VEHICLES, ROAD
CONSTRUCTION MACHINES AND EARTH-
MOVING MACHINES IN THE PROVINCES OF
THE TRANSVAAL, ORANGE FREE STATE
AND NATAL.—CORRECTIONS TO GOVERN-
MENT NOTICE.

The following corrections to Government Notice No.
R. 1690 of the 28th October, 1966, appearing in *Government Gazette Extraordinary* No. 1579, are published:—

In the Afrikaans version.

Substitute the word "aan" for the word "hom" where
it appears in the definition of "motorvoertuie" in clause
2.

Substitute the words "stootskarpers" and "meganiese"
for the words "stootskarpers" and "meganiese" where
they appear in the definition of "padaanlegmasjiene en
grondverskuiwingsmasjiene" in clause 2.

In the English version.

Substitute the word "or" for the word "of" where it
appears after the word "hirer" in clause 1 (b) (aa).

No. R. 1909.] [2 December 1966.
WAGE ACT, No. 5 of 1957.

WAGE DETERMINATION No. 280.

MEAT TRADE, CERTAIN NATAL AREAS AND
PRETORIA.

The following corrections to Government Notice No.
R. 1727 of the 28th October, 1966, are published:—

In the Afrikaans Version.

Clause 2 (1) (xxxiii).

Substitute the cross reference "(xxxvi)" for the cross
reference "(xxxiv)".

Clause 3 (2).

Substitute the word "bepalings" for the word "bepaling".

Clause 5 (3) (b) (iii).

Delete one of the words "wat" where they appear after
each other.

Clause 5 (7) (c).

Substitute the word "dat" for the word "wat".

In the English Version.

Clause 2 (1) (xxii) (1).

Substitute the word "delivery" for the word
"delivering".

Clause 2 (1) (xli).

Substitute the cross reference (xxxvii) for the cross
reference (xxvii).

No. R. 1922.] [2 December 1966.
INDUSTRIAL CONCILIATION ACT, 1956.

BESPOKE TAILORING INDUSTRY, WITWATERS-
RAND.

RENEWAL OF AGREEMENT.

I, MARAIS VILJOEN, Minister of Labour, hereby in terms
of section 48 (4) (a) (ii) of the Industrial Conciliation Act,
1956, declare that the provisions of Government Notices
Nos. 1718 of the 21st October, 1960 and 502 of the 30th
March, 1962 to be effective for a further period of twelve
months from the date of publication of this notice.

M. VILJOEN,
Minister of Labour.

DEPARTEMENT VAN ARBEID.

No. R. 1908.] [2 Desember 1966.
WET OP NYWERHEIDSVERSOENING, 1956,
SOOS GEWYSIG.

WERKRESERVERINGVASSTELLING No. 19,
BESTUUR VAN MOTORVOERTUIE, PADAAN-
LEGMASJIENE EN GRONDVERSKUIWINGS-
MASJIENE IN DIE PROVINSIËS TRANSVAAL,
ORANJE-VRYSTAAT EN NATAL.—VERBETE-
RINGS AAN GOEWERMENSKENNISGEWING.

Die volgende verbeterings aan Goewermenskennisgewing
No. R. 1690 van 28 Oktober 1966 wat in *Buitengewone
Staatskoerant* No. 1579 verskyn, word gepubliseer:—

In die Afrikaanse teks.

Vervang die woord „hom” waar dit in die omskrywing
van „motorvoertuie” in klousule 2 verskyn, deur die
woord „aan”.

Vervang die woorde „stootskarpers” en „meganiese”
waar dit in die omskrywing van „padaanlegmasjiene en
grondverskuiwingsmasjiene” in klousule 2 verskyn, deur
die woorde „stootskarpers” en „meganiese”.

In die Engelse teks.

Vervang die woord „of” waar dit na die woord „hirer”
in klousule 1 (b) (aa) voorkom, deur die woord „or”.

No. R. 1909.] [2 Desember 1966.
LOONWET, No. 5 van 1957.

LOONVASSTELLING No. 280.

VLEISBEDRYF, SEKERE NATALSE GEBIEDE
EN PRETORIA.

Die volgende verbeterings aan Goewermenskennis-
gewing No. R. 1727 van 28 Oktober 1966 word gepubli-
seer:—

In die Afrikaanse Teks.

Klousule 2 (1) (xxxiii).

Vervang die kruisverwysing „(xxxiv)” deur die kruis-
verwysing „(xxxvi)”.

Klousule 3 (2).

Vervang die woord „bepaling” deur die woord „bepa-
lings”.

Klousule 5 (3) (b) (iii).

Skrap een van die woorde „wat” waar hulle na mekaar
verskyn.

Klousule 5 (7) (c).

Vervang die woord „wat” deur die woord „dat”.

In die Engelse Teks.

Klousule 2 (1) (xxii) (1).

Vervang die woord „delivering” deur die woord
„delivery”.

Klousule 2 (1) (xli).

Vervang die kruisverwysing (xxvii) deur die kruisver-
wysing (xxxvii).

No. R. 1922.] [2 Desember 1966.
WET OP NYWERHEIDSVERSOENING, 1956.

KLEREMAKERY-OP-MAATNYWERHEID,
WITWATERSRAND.

HERNUWING VAN OOREENKOMS.

Ek, MARAIS VILJOEN, Minister van Arbeid, verklaar
hierby kragtens artikel 48 (4) (a) (ii) van die Wet op
Nywerheidsversoening, 1956, dat die bepalinge van
Goewermenskennisgewings Nos. 1718 van 21 Oktober
1960 en 502 van 30 Maart 1962 van krag is vir ’n verdere
tydperk van twaalf maande vanaf die datum van publi-
kasie van hierdie kennisgewing.

M. VILJOEN,
Minister van Arbeid.

No. R. 1923.]

[2 December 1966.]

INDUSTRIAL CONCILIATION ACT, 1956.

BESPOKE TAILORING INDUSTRY, WITWATERSRAND.

AMENDING AGREEMENT.

I, MARAIS VILJOEN, Minister of Labour, hereby—

- (a) in terms of section 48 (1) (a) of the Industrial Conciliation Act, 1956, declare that all the provisions of the Agreement (hereinafter referred to as the Amending Agreement) which appears in the Schedule hereto and which relates to the Bespoke Tailoring Industry shall be binding from the second Monday after the date of publication of this notice and for the period ending the 1st December, 1967, upon the employers' organisation and the trade union which entered into the Amending Agreement and upon the employers and employees who are members of the said organisation or union;
- (b) in terms of section 48 (1) (b) of the said Act, declare that the provisions of the Amending Agreement, shall be binding from the second Monday after the date of publication of this notice and for the period ending the 1st December, 1967, upon all employers and employees other than those referred to in paragraph (a) of this notice, who are engaged or employed in the said Industry in the Magisterial Districts of Alberton, Benoni, Boksburg, Brakpan (excluding Portion I of the farm Vlakfontein No. 161—I.R. (Diagram S.G. No. A.7011/56) which prior to the publication of Government Notice No. 498 of the 1st April, 1966, fell within the Magisterial District of Nigel), Delmas, Germiston, Johannesburg, Krugersdorp, Randfontein, Roodepoort and Springs, including that portion of the Magisterial District of Koster which prior to the publication of Government Notice No. 1105 of the 26th July, 1963, fell within the Magisterial Districts of Krugersdorp and Randfontein; that portion of the Magisterial District of Westonaria which prior to the publication of Government Notice No. 1476 of the 30th September, 1966, fell within the Magisterial Districts of Randfontein and Roodepoort; and that portion of the Magisterial District of Kempton Park which prior to the publication of Government Notice No. 556 of the 29th March, 1956, as amended by Government Notice No. 962 of the 1st June, 1956, fell within the Magisterial Districts of Johannesburg, Germiston, Boksburg and Benoni; but excluding those portions of the Magisterial Districts of Boksburg and Brakpan which prior to the publication of Government Notice No. 1779 of the 6th November, 1964, fell within the Magisterial District of Heidelberg (Transvaal); and
- (c) in terms of section 48 (3) (a) of the said Act declare that in the Magisterial Districts of Alberton, Benoni, Boksburg, Brakpan [excluding Portion I of the farm Vlakfontein No. 161—I.R. (Diagram S.G. No. A.7011/56) which prior to the publication of Government Notice No. 498 of the 1st April, 1966, fell within the Magisterial District of Nigel], Delmas, Germiston, Johannesburg, Krugersdorp, Randfontein, Roodepoort and Springs, including that portion of the Magisterial District of Koster which prior to the publication of Government Notice No. 1105 of the 26th July, 1963, fell within the Magisterial Districts of Krugersdorp and Randfontein; that portion of the Magisterial District of Westonaria which prior to the publication of Government Notice No. 1476 of the 30th September, 1966, fell within the Magisterial Districts of Randfontein and Roodepoort; and that portion of the Magisterial District of Kempton Park which prior to the publication of Government Notice No. 556 of the 29th March, 1956, as amended by Government Notice No. 962 of the 1st June, 1956, fell within the Magisterial Districts of Johannesburg, Germiston, Boksburg and Benoni; but excluding those portions of

No. R. 1923.]

[2 Desember 1966.]

WET OP NYWERHEIDSVERSOENING, 1956.

KLEREMAKERY-OP-MAATNYWERHEID, WITWATERSRAND.

WYSIGINGSOOREENKOMS.

Ek, MARAIS VILJOEN, Minister van Arbeid, verklaar hierby—

- (a) kragtens artikel 48 (1) (a) van die Wet op Nywerheidsversoening, 1956, dat al die bepalings van die Ooreenkoms (hieronder die Wysigingsooreenkoms genoem) wat in die Bylae hiervan verskyn en op die Kleremakery-op-Maatnywerheid betrekking het vanaf die tweede Maandag na die datum van publikasie van hierdie kennisgewing en vir die tydperk wat op 1 Desember 1967 eindig, bindend is vir die werkgewersorganisasie en die vakvereniging wat die Wysigingsooreenkoms aangegaan het en vir die werkgewers en werknemers wat lede van genoemde organisasie of vereniging is;
- (b) kragtens artikel 48 (1) (b) van genoemde Wet dat die bepalings van die Wysigingsooreenkoms vanaf die tweede Maandag na die datum van publikasie van hierdie kennisgewing en vir die tydperk wat op 1 Desember 1967 eindig, bindend is vir alle ander werkgewers en werknemers as dié genoem in paragraaf (a) van hierdie kennisgewing, wat betrokke is by of in diens is in genoemde Nywerheid in die landdrosdistrikte Alberton, Benoni, Boksburg, Brakpan (uitgesonderd Gedeelte I van die plaas Vlakfontein No. 161—I.R. (Kaart L.G. No. A.7011/56) wat voor die publikasie van Goewermentskennisgewing No. 498 van 1 April 1966 binne die landdrosdistrik Nigel geval het), Delmas, Germiston, Johannesburg, Krugersdorp, Randfontein, Roodepoort en Springs, met inbegrip van daardie gedeelte van die landdrosdistrik Koster wat voor die publikasie van Goewermentskennisgewing No. 1105 van 26 Julie 1963 binne die landdrosdistrikte Krugersdorp en Randfontein geval het; daardie gedeelte van die landdrosdistrik Westonaria wat voor die publikasie van Goewermentskennisgewing No. 1476 van 30 September 1966 binne die landdrosdistrikte Randfontein en Roodepoort geval het; en daardie gedeelte van die landdrosdistrik Kempton Park wat voor die publikasie van Goewermentskennisgewing No. 556 van 29 Maart 1956, soos gewysig deur Goewermentskennisgewing No. 962 van 1 Junie 1956, binne die landdrosdistrikte Johannesburg, Germiston, Boksburg en Benoni geval het; maar uitgesonderd daardie gedeeltes van die landdrosdistrikte Boksburg en Brakpan wat voor die publikasie van Goewermentskennisgewing No. 1779 van 6 November 1964 binne die landdrosdistrik Heidelberg (Transvaal) geval het; en
- (c) kragtens artikel 48 (3) (a) van genoemde Wet dat die bepalings van die Wysigingsooreenkoms vanaf die tweede Maandag na die datum van publikasie van hierdie kennisgewing en vir die tydperk wat op 1 Desember 1967 eindig, in die landdrosdistrikte Alberton, Benoni, Boksburg, Brakpan (uitgesonderd Gedeelte I van die plaas Vlakfontein No. 161—I.R. (Kaart L.G. No. A.7011/56) wat voor die publikasie van Goewermentskennisgewing No. 498 van 1 April 1966 binne die landdrosdistrik Nigel geval het), Delmas, Germiston, Johannesburg, Krugersdorp, Randfontein, Roodepoort en Springs, met inbegrip van daardie gedeelte van die landdrosdistrik Koster wat voor die publikasie van Goewermentskennisgewing No. 1105 van 26 Julie 1963 binne die landdrosdistrikte Krugersdorp en Randfontein geval het; daardie gedeelte van die landdrosdistrik Westonaria wat voor die publikasie van Goewermentskennisgewing No. 1476 van 30 September 1966 binne die landdrosdistrikte Randfontein en Roodepoort geval het en daardie gedeelte van die landdrosdistrik Kempton Park wat voor die publikasie van Goewermentskennisgewing No. 556

the Magisterial Districts of Boksburg and Brakpan which prior to the publication of Government Notice No. 1779 of the 6th November, 1964, fell within the Magisterial District of Heidelberg (Transvaal) and from the second Monday after the date of publication of this notice and for the period ending the 1st December, 1967, the provisions of the Amending Agreement, shall *mutatis mutandis* be binding upon all Bantu employed in the said Industry by the employers upon whom any of the said provisions are binding in respect of employees and upon those employers in respect of Bantu in their employ.

M. VILJOEN,
Minister of Labour.

SCHEDULE.

INDUSTRIAL COUNCIL FOR THE BESPOKE TAILORING INDUSTRY (WITWATERSRAND).

AGREEMENT

in accordance with the provisions of the Industrial Conciliation Act, No. 28 of 1956, as amended, made and entered into by and between

The Bespoke Tailoring, Dressmaking and Allied Trades Employers' Association

(hereinafter referred to as "the employers" or "the employers' organisation"), of the one part, and

The Tailoring Workers' Industrial Union

(hereinafter referred to as "the employees" or "the trade union"), of the other part,

being parties to the Industrial Council for the Bespoke Tailoring Industry (Witwatersrand),

to further amend the Agreement published under Government Notice No. 1718 of the 21st October, 1960, as amended by Government Notice No. 502 of the 30th March, 1962 (hereinafter referred to as the Main Agreement) which Agreement has in terms of sub-paragraph (ii) of paragraph (a) of sub-section (4) of section 48 of the Industrial Conciliation Act, 1956, by Government Notice No. R. 1922 of the 2nd December, 1966, been declared to be further effective as from the 12th December, 1966, to the 1st December, 1967.

1. Clause 2 (1) (a) of Chapter 2 of the Main Agreement is hereby amended by the deletion of the following:—

Basic Wage.	Cost of Living Allowance.	Total Remuneration.
Per Week.	Per Week.	Per Week.
R c	R c	R c
5 21	1 28	6 46"

and the substitution of the following therefor:—

Basic Wage.	Cost of Living Allowance.	Total Remuneration.
Per Week.	Per Week.	Per Week.
R c	R c	R c
6 30	1 70	8 00"

2. Clause 2 (1) (a) of Chapter 3 of the Main Agreement is hereby amended by the deletion of the following:—

Basic Wage.	Cost of Living Allowance.	Total Remuneration.
Per Week.	Per Week.	Per Week.
R c	R c	R c
5 21	1 25	6 46"

and the substitution of the following therefor:—

Basic Wage.	Cost of Living Allowance.	Total Remuneration.
Per Week.	Per Week.	Per Week.
R c	R c	R c
6 30	1 70	8 00"

3. Clause 2 (1) (a) of Chapter 4 of the Main Agreement is hereby amended by the deletion of the following:—

Basic Wage.	Cost of Living Allowance.	Total Remuneration.
Per Week.	Per Week.	Per Week.
R c	R c	R c
5 21	1 25	6 46"

and the substitution of the following therefor:—

Basic Wage.	Cost of Living Allowance.	Total Remuneration.
Per Week.	Per Week.	Per Week.
R c	R c	R c
6 30	1 70	8 00"

Signed at Johannesburg on behalf of the parties on the 4th day of October, 1966.

G. ROSS, Chairman of the Council.
J. SILVER, Vice-Chairman of the Council.
W. A. DAVIDSON, Secretary of the Council.

van 29 Maart 1956, soos gewysig deur Goewermentskennisgewing No. 962 van 1 Junie 1956, binne die landdrosdistrikte Johannesburg, Germiston, Boksburg en Benoni geval het, maar uitgesonderd daardie gedeeltes van die landdrosdistrikte Boksburg en Brakpan wat voor die publikasie van Goewermentskennisgewing No. 1779 van 6 November 1964 binne die landdrosdistrik Heidelberg (Transvaal) geval het *mutatis mutandis* bindend is vir alle Bantoes in diens in genoemde Nywerheid by dié werkgewers vir wie enigen van genoemde bepalings ten opsigte van werknemers bindend is en vir daardie werkgewers ten opsigte van Bantoes in hul diens.

M. VILJOEN,
Minister van Arbeid.

BYLAE.

NYWERHEIDSRAAD VIR DIE KLEREMAKERY-OP-MAATNYWERHEID (WITWATERSRAND).

OOREENKOMS

ingevolge die bepalings van die Wet op Nywerheidsversoening, No. 28 van 1956, soos gewysig, gesluit en aangegaan deur en tussen

The Bespoke Tailoring, Dressmaking and Allied Trades Employers' Association

(hieronder „die werkgewers” of „die werkgewersorganisasie” genoem), aan die een kant, en

The Tailoring Workers' Industrial Union

(hieronder „die werknemers” of „die vakvereniging” genoem), aan die ander kant,

wat die partye is by die Nywerheidsraad vir die

Kleremakery-op-maatnywerheid (Witwatersrand) ter verdere wysiging van die Ooreenkoms gepubliseer by Goewermentskennisgewing No. 1718 van 21 Oktober 1960, soos gewysig, by Goewermentskennisgewing No. 502 van 30 Maart 1962 (hieronder die Hofooreenkoms genoem), naamlik dié Ooreenkoms wat ingevolge subparagraaf (ii) van paragraaf (a) van subartikel (4) van artikel 48 van die Wet op Nywerheidsversoening, 1956, by Goewermentskennisgewing No. R. 1922 van die 2de Desember 1966 verklaar is as synde verder van krag te wees met ingang van die 12de Desember 1966 tot 1 Desember 1967.

1. Klousule 2 (1) (a) van Hoofstuk 2 van die Hofooreenkoms word hierby gewysig deur die volgende te skrap:—

Basiese loon.	Lewenskoste-toelae.	Totale besoldiging.
Per week.	Per week.	Per week.
R c	R c	R c
5 21	1 28	6 46"

en dit deur die volgende te vervang:—

Basiese loon.	Lewenskoste-toelae.	Totale besoldiging.
Per week.	Per week.	Per week.
R c	R c	R c
6 30	1 70	8 00"

2. Klousule 2 (1) (a) van Hoofstuk 3 van die Hofooreenkoms word hierby gewysig deur die volgende te skrap:—

Basiese loon.	Lewenskoste-toelae.	Totale besoldiging.
Per week.	Per week.	Per week.
R c	R c	R c
5 21	1 25	6 46"

en dit deur die volgende te vervang:—

Basiese loon.	Lewenskoste-toelae.	Totale besoldiging.
Per week.	Per week.	Per week.
R c	R c	R c
6 30	1 70	8 00"

3. Klousule 2 (1) (a) van Hoofstuk 4 van die Hofooreenkoms word hierby gewysig deur die volgende te skrap:—

Basiese loon.	Lewenskoste-toelae.	Totale besoldiging.
Per week.	Per week.	Per week.
R c	R c	R c
5 21	1 25	6 46"

en dit deur die volgende te vervang:—

Basiese loon.	Lewenskoste-toelae.	Totale besoldiging.
Per week.	Per week.	Per week.
R c	R c	R c
6 30	1 70	8 00"

Namens die partye op hede die 4de dag van Oktober 1966 te Johannesburg onder'teken.

G. ROSS, Voorsitter van die Raad.
J. SILVER, Ondervoorsitter van die Raad.
W. A. DAVIDSON, Sekretaris van die Raad.

No. R. 1924.]

[2 December 1966.]

INDUSTRIAL CONCILIATION ACT, 1956.

BUILDING INDUSTRY, DURBAN.

RENEWAL OF AGREEMENT.

I, MARAIS VILJOEN, Minister of Labour, hereby, in terms of section 48 (4) (a) (ii) of the Industrial Conciliation Act, 1956, declare the provisions of Government Notices Nos. 1428, R. 1946, R. 2127 and R. 1865 of the 13th September, 1963, 27th November, 1964, 24th December, 1964 and 26th November, 1965, to be effective as from the 23rd December, 1966, and for the period ending the 28th January, 1967.

M. VILJOEN,
Minister of Labour.

No. R. 1925.]

[2 December 1966.]

INDUSTRIAL CONCILIATION ACT, 1956.

BUILDING INDUSTRY, DURBAN.

AMENDMENT OF AGREEMENT.

I, MARAIS VILJOEN, Minister of Labour, hereby—

- (a) in terms of section 48 (1) (a) of the Industrial Conciliation Act, 1956, declare that all the provisions of the Agreement (hereinafter referred to as the Amending Agreement) which appears in the Schedule hereto and which relates to the Building Industry shall be binding as from the second Monday after the date of publication of this notice and for the period ending the 28th January, 1967, upon the employers' organisation and the trade unions which entered into the Amending Agreement and upon the employers and employees who are members of the said organisation or unions;
- (b) in terms of section 48 (1) (b) of the said Act, declare that the provisions of the Amending Agreement shall be binding as from the second Monday after the date of publication of this notice and for the period ending the 28th January, 1967, upon all employers and employees other than those referred to in paragraph (a) of this notice, who are engaged or employed in the said Industry in the Magisterial Districts of Durban, Pinetown and Inanda; and
- (c) in terms of section 48 (3) (a) of the said Act, declare that in the Magisterial Districts of Durban, Pinetown and Inanda and from the second Monday after the date of publication of this notice and for the period ending the 28th January, 1967, the provisions of the Amending Agreement shall *mutatis mutandis* be binding upon all Bantu employed in the said Industry by the employers upon whom any of the said provisions are binding in respect of employees and upon those employers in respect of Bantu in their employ.

M. VILJOEN,
Minister of Labour.

SCHEDULE.

INDUSTRIAL COUNCIL OF THE BUILDING INDUSTRY, DURBAN.

AGREEMENT

in accordance with the provisions of the Industrial Conciliation Act, 1956, made and entered into between the

Master Builders' and Allied Trades Association, Durban (hereinafter referred to as the "employers", or "employers' organisation"), of the one part, and the

Amalgamated Society of Woodworkers; Amalgamated Union of Building Trade Workers of South Africa; Operative Plasterers' Trade Union of South Africa; Blanke Bouwwerkersvakbond

(hereinafter referred to as the "employees" or "trade unions"), of the other part,

No. R. 1924.]

[2 Desember 1966.]

WET OP NYWERHEIDSVERSOENING, 1956.

BOUNYWERHEID, DURBAN.

HERNUWING VAN OOREENKOMS.

Ek, MARAIS VILJOEN, Minister van Arbeid, verklaar hierby kragtens artikel 48 (4) (a) (ii) van die Wet op Nywerheidsversoening, 1956, dat die bepalings van Goewermmentskennisgewings Nos. 1428, R. 1946, R. 2127 en R. 1865 van onderskeidelik 13 September 1963, 27 November 1964, 24 Desember 1964 en 26 November 1965, van krag is vanaf 23 Desember 1966 en vir die tydperk wat op 28 Januarie 1967 eindig.

M. VILJOEN,
Minister van Arbeid.

No. R. 1925.]

[2 Desember 1966.]

WET OP NYWERHEIDSVERSOENING, 1956.

BOUNYWERHEID, DURBAN.

WYSIGING VAN OOREENKOMS.

Ek, MARAIS VILJOEN, Minister van Arbeid, verklaar hierby—

- (a) kragtens artikel 48 (1) (a) van die Wet op Nywerheidsversoening, 1956, dat al die bepalings van die Ooreenkoms (hieronder die Wysigingsooreenkoms genoem) wat in die Bylae hiervan verskyn en op die Bounywerheid betrekking het, vanaf die tweede Maandag na die datum van publikasie van hierdie kennisgewing en vir die tydperk wat op 28 Januarie 1967 eindig, bindend is vir die werkgewersorganisasie en die vakverenigings wat die Wysigingsooreenkoms aangegaan het en vir die werkgewers en werknemers wat lede van genoemde organisasie of verenigings is;
- (b) kragtens artikel 48 (1) (b) van genoemde Wet dat die bepalings van die Wysigingsooreenkoms vanaf die tweede Maandag na die datum van publikasie van hierdie kennisgewing en vir die tydperk wat op 28 Januarie 1967 eindig, bindend is vir alle ander werkgewers en werknemers as dié genoem in paragraaf (a) van hierdie kennisgewing, wat betrokke is by of in diens is in genoemde Nywerheid in die landdrosdistrikte Durban, Pinetown en Inanda; en
- (c) kragtens artikel 48 (3) (a) van genoemde Wet dat die bepalings van die Wysigingsooreenkoms vanaf die tweede Maandag na die datum van publikasie van hierdie kennisgewing en vir die tydperk wat op 28 Januarie 1967 eindig, in die landdrosdistrikte Durban, Pinetown en Inanda *mutatis mutandis* bindend is vir alle Bantoes in diens in genoemde Nywerheid by dié werkgewers vir wie enigeen van genoemde bepalings ten opsigte van werknemers bindend is en vir daardie werkgewers ten opsigte van Bantoes in hul diens.

M. VILJOEN,
Minister van Arbeid.

BYLAE.

NYWERHEIDSRaad VIR DIE BOUNYWERHEID, DURBAN.

OOREENKOMS

ingevolge die bepalings van die Wet op Nywerheidsversoening, 1956, gesluit en aangegaan deur en tussen die

Master Builders' and Allied Trades Association, Durban (hieronder die "werkgewers" of die "werkgewersorganisasie" genoem), aan die een kant, en die

Almagamated Society of Woodworkers; Almagamated Union of Building Trade Workers of South Africa; Operative Plasterers' Trade Union of South Africa; White Building Workers' Union

(hieronder die "werknemers" of die "vakverenigings" genoem), aan die ander kant,

being parties to the Industrial Council of the Building Industry, Durban, further to amend the Agreement between the said parties published under Government Notice No. 1428 of 13th September, 1963, as amended by Government Notices Nos. 1946 of 27th November, 1964, 2127 of 24th December, 1964, and R. 1865 of 26th November, 1965 and renewed by Government Notices Nos. R. 1433 and R. 1924 of 23rd September, 1966 and 2nd December, 1966, respectively, as follows:—

CLAUSE 21 (1) (a).

Insert an additional sub-paragraph, to be numbered "(iv)", reading "between finishing time on Thursday, 15th December, 1966 and starting time on Monday, 9th January, 1967".

Signed at Durban on behalf of the Parties this 20th day of October, 1966.

A. K. MIDGLEY, *Representing Employers.*
F. MOSSMAN, *Representing Employees.*
JOHN A. REARDON, *Chairman.*

(Duly authorized thereto by Resolution of the Council.)

No. R. 1926.] [2 December 1966.

INDUSTRIAL CONCILIATION ACT, 1956.

BUILDING INDUSTRY, WESTERN PROVINCE.

EXTENSION OF AGREEMENT FOR THE CAPE PENINSULA.

I, MARAIS VILJOEN, Minister of Labour, hereby in terms of section 48 (4) (a) (i) of the Industrial Conciliation Act, 1956, extend the periods fixed in Government Notices Nos. 1146, R. 942 and R. 1693 of the 1st December, 1961, 25th June, 1965 and 29th October, 1965, respectively, by a further period ending on the 31st March, 1967.

M. VILJOEN,
Minister of Labour.

No. R. 1927.] [2 December 1966.

INDUSTRIAL CONCILIATION ACT, 1956.

BUILDING INDUSTRY, WESTERN PROVINCE.

AMENDMENT OF AGREEMENT FOR THE CAPE PENINSULA.

I, MARAIS VILJOEN, Minister of Labour, hereby—

- (a) in terms of section 48 (1) (a) of the Industrial Conciliation Act, 1956, declare that the provisions of the Agreement (hereinafter referred to as the Amending Agreement) which appears in the Schedule hereto and which relates to the Building Industry shall be binding from the second Monday after the date of publication of this notice and for the period ending the 31st March, 1967, upon the employers' organisation and the trade unions which entered into the Amending Agreement and upon the employers and employees who are members of the said organisation or unions;
- (b) in terms of section 48 (1) (b) of the said Act, declare that the provisions of clause 2 of the Amending Agreement shall be binding from the second Monday after the date of publication of this notice and for the period ending the 31st March, 1967, upon all employers and employees other than those referred to in paragraph (a) of this notice, who are engaged or employed in the said Industry in the Magisterial Districts of the Cape, Wynberg, Bellville (including that portion of the Magisterial District of Stellenbosch which prior to the publication of Government Notice No. 283 of the 2nd March, 1962, fell within the Magisterial District of Bellville), Simonstown and Paarl; and
- (c) in terms of section 48 (3) (a) of the said Act, declare that in the Magisterial Districts of the Cape, Wynberg, Bellville (including that portion of the Magisterial District of Stellenbosch which prior to the publication of Government Notice No. 283 of the 2nd March, 1962, fell within the Magisterial Dis-

wat die partye is by die Nywerheidsraad vir die Bounywerheid, Durban, om die Ooreenkoms tussen genoemde partye, gepubliseer by Goewermmentskennisgewing No. 1428 van 13 September 1963, soos gewysig by Goewermmentskennisgewing No. 1946 van 27 November 1964, No. 2127 van 24 Desember 1964 en No. R. 1865 van 26 November 1965 en hernieu by Goewermmentskennisgewings Nos. R. 1433 en R. 1924 van onderskeidelik 23 September 1966 en 2 Desember 1966, soos volg verder te wysig:—

KLOUSULE 21 (1) (a).

Voeg 'n addisionele subparagraaf, genommer "(iv)", in wat soos volg lui: "tussen die sluitingstyd op Donnedag, 15 Desember 1966, en die begintyd op Maandag, 9 Januarie 1967".

Op hede die twintigste dag van Oktober 1966, namens die partye te Durban onderteken.

A. K. MIDGLEY, *Verteenwoordiger van die Werkgewers.*
F. MOSSMAN, *Verteenwoordiger van die Werknemers.*
JOHN A. REARDON, *Voorsitter.*

(Behoorlik daartoe gemagtig by besluit van die Raad.)

No. R. 1926.] [2 Desember 1966.

WET OP NYWERHEIDSVERSOENING, 1956.

BOUNYWERHEID, WESTELIKE PROVINSIE.

VERLENGING VAN OOREENKOMS VIR DIE KAAPSE SKIEREILAND.

Ek, MARAIS VILJOEN, Minister van Arbeid, verleng hierby kragtens artikel 48 (4) (a) (i) van die Wet op Nywerheidsversoening, 1956, die tydperke vasgestel in Goewermmentskennisgewings Nos. 1146, R. 942 en R. 1693 van onderskeidelik 1 Desember 1961, 25 Junie 1965 en 29 Oktober 1965, met 'n verdere tydperk wat op 31 Maart 1967 eindig.

M. VILJOEN,
Minister van Arbeid.

No. R. 1927.] [2 Desember 1966.

WET OP NYWERHEIDSVERSOENING, 1956.

BOUNYWERHEID, WESTELIKE PROVINSIE.

WYSIGING VAN OOREENKOMS VIR DIE KAAPSE SKIEREILAND.

Ek, MARAIS VILJOEN, Minister van Arbeid, verklaar hierby—

- (a) kragtens artikel 48 (1) (a) van die Wet op Nywerheidsversoening, 1956, dat die bepalings van die Ooreenkoms (hieronder die Wysigingsooreenkoms genoem), wat in die Bylae hiervan verskyn en op die Bounywerheid betrekking het, vanaf die tweede Maandag na die datum van publikasie van hierdie kennisgewing en vir die tydperk wat op 31 Maart 1967 eindig, bindend is vir die werkgewersorganisasie en die vakverenigings wat die Wysigingsooreenkoms aangegaan het en vir die werkgewers en werknemers wat lede van genoemde organisasie of verenigings is;
- (b) kragtens artikel 48 (1) (b) van genoemde Wet dat die bepalings van klousule 2 van die Wysigingsooreenkoms vanaf die tweede Maandag na die datum van publikasie van hierdie kennisgewing en vir die tydperk wat op 31 Maart 1967 eindig, bindend is vir alle ander werkgewers en werknemers as dié genoem in paragraaf (a) van hierdie kennisgewing, wat betrokke is by of in diens is in genoemde Nywerheid in die landdrosdistrikte die Kaap, Wynberg, Bellville (met inbegrip van daardie gedeelte van die landdrosdistrik Stellenbosch wat voor die publikasie van Goewermmentskennisgewing No. 283 van 2 Maart 1962, binne die landdrosdistrik Bellville geval het), Simonstad en Paarl; en
- (c) kragtens artikel 48 (3) (a) van genoemde Wet, dat die bepalings van klousule 2 van die Wysigingsooreenkoms vanaf die tweede Maandag na die datum van publikasie van hierdie kennisgewing en vir die tydperk wat op 31 Maart 1967 eindig, in die land-

trict of Bellville), Simonstown and Paarl and from the second Monday after the date of publication of this notice and for the period ending the 31st March, 1967, the provisions of clause 2 of the Amending Agreement shall *mutatis mutandis* be binding upon all Bantu employed in the said Industry by the employers upon whom any of the said provisions are binding in respect of employees and upon those employers in respect of Bantu in their employ.

M. VILJOEN,
Minister of Labour.

SCHEDULE.

INDUSTRIAL COUNCIL FOR THE BUILDING INDUSTRY (WESTERN PROVINCE).

AGREEMENT

in accordance with the provisions of the Industrial Conciliation Act, 1956, as amended, made and entered into by and between

The Master Builders' and Allied Trades' Association
(Cape Peninsula)

(hereinafter called "the employers" or "the employers' organisation") of the one part, and the

Amalgamated Society of Woodworkers;

South African Operative Masons' Society;

Western Province Building and Allied Trades Union;

Western Province Building Workers Union;

South African Woodworkers' Union

(hereinafter referred to as "the employees" or "the Trade Unions") of the other part,

being parties to the Industrial Council for the Building Industry (W.P.), to amend the Agreement between the parties published under Government Notice No. 1146, dated 1st December, 1961 (hereinafter referred to as the "Main Agreement"), as amended by Government Notice No. R. 942, dated 25th June, 1965, and Government Notice No. R. 1693, dated 29th October, 1965, and extended by Government Notice No. R. 1926, dated 2nd December, 1966.

1. PERIOD OF OPERATION OF AGREEMENT.

This Agreement shall come into operation on such date as may be specified by the Minister in terms of section 48 of the Act and shall remain in force until the 31st March, 1967, or for such period as may be determined by him,

2. AMENDMENT OF CLAUSE 21 OF THE MAIN AGREEMENT.

Sub-clause (1) of clause 21 of the Main Agreement is hereby amended by the insertion of the following new paragraph (f) after paragraph (e)—

"(f) commencing at 5 p.m. on the 15th December, 1966, and ending at 8 a.m. on the 9th January, 1967."

Signed on behalf of the Council.

THOS. PATTULLO, *Chairman of the Council.*
J. M. HARPER, *Vice-Chairman of the Council.*
Z. P. CELLIERS, *Secretary of the Council.*

Cape Town, 31st October, 1966.

No. R. 1928.] [2 December 1966.
INDUSTRIAL CONCILIATION ACT, 1956.

BUILDING INDUSTRY, WESTERN PROVINCE.

EXTENSION OF AGREEMENT FOR THE COUNTRY DISTRICTS.

I, MARAIS VILJOEN, Minister of Labour, hereby in terms of section 48 (4) (a) (i) of the Industrial Conciliation Act, 1956, extend the periods fixed in Government Notices Nos. 1223, R. 943, R. 1692, R. 1772 and R. 1507 of the 15th December, 1961, 25th June, 1965, 29th October, 1965, 12th November, 1965 and 30th September, 1966, respectively, by a further period ending on the 31st March, 1967.

M. VILJOEN,
Minister of Labour.

drosdistrikte die Kaap, Wynberg, Bellville (met inbegrip van daardie gedeelte van die landdrosdistrik Stellenbosch wat voor die publikasie van Goewermentskennisgewing No. 283 van 2 Maart 1962, binne die landdrosdistrik Bellville geval het), Simonstad en Paarl *mutatis mutandis* bindend is vir alle Bantoes in diens in genoemde Nywerheid by dié werkgewers vir wie enigen van genoemde bepalings ten opsigte van werknemers bindend is en vir daardie werkgewers ten opsigte van Bantoes in hul diens.

M. VILJOEN,
Minister van Arbeid.

BYLAE.

NYWERHEIDSRaad VIR DIE BOUNYWERHEID (WESTELIKE PROVINSIE).

OOREENKOMS

ingevolge die bepalings van die Wet op Nywerheidsversoening, 1956, soos gewysig, gesluit en aangegaan deur en tussen die Master Builders' and Allied Trades' Association (Cape Peninsula) (hieronder die „werkgewers” of die „werkgewersorganisasie” genoem), aan die een kant, en die

Amalgamated Society of Woodworkers;

South African Operative Masons' Society;

Western Province Building and Allied Trades Union;

Western Province Building Workers Union;

South African Woodworkers' Union

(hieronder die „werknemers” of die „vakverenigings” genoem), aan die ander kant,

wat die partye is by die Nywerheidsraad vir die Bounywerheid (Westelike Provinsie), om die Ooreenkoms tussen die partye, gepubliseer by Goewermentskennisgewing No. 1146 van 1 Desember 1961 (hieronder die „Hofooreenkoms” genoem), soos gewysig by Goewermentskennisgewing No. R. 942 van 25 Junie 1965 en Goewermentskennisgewing No. R. 1693 van 29 Oktober 1965 en verleng by Goewermentskennisgewing No. R. 1926 van 2 Desember 1966, te wysig.

1. GELDIGHEIDSDUUR VAN OOREENKOMS.

Hierdie Ooreenkoms tree in werking op dié datum wat die Minister kragtens artikel 48 van die Wet mag vasstel en bly van krag tot 31 Maart 1967 of vir dié tydperk wat hy mag bepaal.

2. WYSIGING VAN KLOUSULE 21 VAN DIE HOFOOREENKOMS.

Subklausule (1) van klausule 21 van die Hofooreenkoms word hierby gewysig deur die volgende nuwe paragraaf (f) na paragraaf (e) in te voeg:—

„(f) vanaf 5 nm. op 15 Desember 1966 tot om 8 vm. op 9 Januarie 1967.”

Namens die Raad onderteken.

THOS. PATTULLO, *Voorsitter van die Raad.*
J. M. HARPER, *Ondervoorsitter van die Raad.*
Z. P. CELLIERS, *Sekretaris van die Raad.*

Kaapstad, 31 Oktober 1966.

No. R. 1928.] [2 Desember 1966.
WET OP NYWERHEIDSVersoening, 1956.

BOUNYWERHEID, WESTELIKE PROVINSIE.

VERLENGING VAN OOREENKOMS VIR DIE PLATTELANDSE GEBIEDE.

Ek, MARAIS VILJOEN, Minister van Arbeid, verleng hierby kragtens artikel 48 (4) (a) (i) van die Wet op Nywerheidsversoening, 1956, die tydperke vasgestel in Goewermentskennisgewings Nos. 1223, R. 943, R. 1692, R. 1772 en R. 1507 van onderskeidelik 15 Desember 1961, 25 Junie 1965, 29 Oktober 1965, 12 November 1965 en 30 September 1966, met 'n verdere tydperk wat op 31 Maart 1967, eindig.

M. VILJOEN,
Minister van Arbeid.

No. R. 1929.] [2 December 1966.
INDUSTRIAL CONCILIATION ACT, 1956.
BUILDING INDUSTRY, WESTERN PROVINCE.
AMENDMENT OF AGREEMENT FOR THE
COUNTRY DISTRICTS.

I, MARAIS VILJOEN, Minister of Labour, hereby—

- (a) in terms of section 48 (1) (a) of the Industrial Conciliation Act, 1956, declare that the provisions of the Agreement (hereinafter referred to as the Amending Agreement) which appears in the Schedule hereto and which relates to the Building Industry shall be binding from the second Monday after the date of publication of this notice and for the period ending the 31st March, 1967, upon the employers' organisation and the trade unions which entered into the Amending Agreement and upon the employers and employees who are members of the said organisation or unions;
- (b) in terms of section 48 (1) (b) of the said Act, declare that the provisions of clause 2 of the Amending Agreement shall be binding from the second Monday after the date of publication of this notice and for the period ending the 31st March, 1967, upon all employers and employees other than those referred to in paragraph (a) of this notice, who are engaged or employed in the said Industry in the Magisterial Districts of Paarl, Wellington, Stellenbosch (excluding that portion which prior to the publication of Government Notice No. 283 of the 2nd March, 1962, fell within the Magisterial District of Bellville), Somerset West and Strand; and
- (c) in terms of section 48 (3) (a) of the said Act, declare that in the Magisterial Districts of Paarl, Wellington, Stellenbosch (excluding that portion which prior to the publication of Government Notice No. 283 of the 2nd March, 1962, fell within the Magisterial District of Bellville), Somerset West and Strand and from the second Monday after the date of publication of this notice and for the period ending the 31st March, 1967, the provisions of clause 2 of the Amending Agreement shall *mutatis mutandis* be binding upon all Bantu employed in the said Industry by the employers upon whom any of the said provisions are binding in respect of employees and upon those employers in respect of Bantu in their employ.

M. VILJOEN,
Minister of Labour.

SCHEDULE.

INDUSTRIAL COUNCIL FOR THE BUILDING
INDUSTRY (WESTERN PROVINCE).

AGREEMENT

in accordance with the provisions of the Industrial Conciliation Act, 1956, as amended, made and entered into by and between the

Boland Master Builders' Association

(hereinafter called "the employers" or "the employers' organisation"), of the one part, and the

Amalgamated Society of Woodworkers;
South African Operative Masons' Society;
Western Province Building and Allied Trades Union;
Western Province Building Workers' Union;
South African Woodworkers Union;

(hereinafter referred to as "the employees" or "the Trade Unions"), of the other part,

being parties to the Industrial Council for the Building Industry (Western Province), to amend the Agreement between the parties published under Government Notice No. 1223, dated 15th December, 1961 (hereinafter referred to as the "Main Agreement"), as amended by Government Notice No. R. 943, dated 25th June, 1965, Government Notice No. R. 1692, dated 29th October, 1965, Government Notice No. R. 1772, dated 12th November, 1965, and Government Notice No. R. 1507, dated 30th September, 1966, and extended by Government Notice No. R. 1928, dated 2nd December, 1966.

No. R. 1929.] [2 Desember 1966.
WET OP NYWERHEIDSVERSOENING, 1956.
BOUNYWERHEID, WESTELIKE PROVINSIE.
WYSIGING VAN OOREENKOMS VIR DIE
PLATTELANDSE GEBIEDE.

Ek, MARAIS VILJOEN, Minister van Arbeid, verklaar hierby—

- (a) kragtens artikel 48 (1) (a) van die Wet op Nywerheidsversoening, 1956, dat die bepalings van die Ooreenkoms (hieronder die Wysigingsooreenkoms genoem), wat in die Bylae hiervan verskyn en op die Bounywerheid betrekking het, vanaf die tweede Maandag na die datum van publikasie van hierdie kennisgewing en vir die tydperk wat op 31 Maart 1967 eindig, bindend is vir die werkgewersorganisasie en die vakverenigings wat die Wysigingsooreenkoms aangegaan het en vir die werkgewers en werknemers wat lede van genoemde organisasie of verenigings is;
- (b) kragtens artikel 48 (1) (b) van genoemde Wet dat die bepalings van klousule 2 van die Wysigingsooreenkoms vanaf die tweede Maandag na die datum van publikasie van hierdie kennisgewing en vir die tydperk wat op 31 Maart 1967 eindig, bindend is vir alle ander werkgewers en werknemers as dié genoem in paragraaf (a) van hierdie kennisgewing, wat betrokke is by of in diens is in genoemde Nywerheid in die landdrosdistrikte Paarl, Wellington, Stellenbosch (uitgesonderd daardie gedeelte wat voor die publikasie van Goewermentskennisgewing No. 283 van 2 Maart 1962, binne die landdrosdistrik Bellville geval het), Somerset-Wes en Strand; en
- (c) kragtens artikel 48 (3) (a) van genoemde Wet, dat die bepalings van klousule 2 van die Wysigingsooreenkoms vanaf die tweede Maandag na die datum van publikasie van hierdie kennisgewing en vir die tydperk wat op 31 Maart 1967 eindig, in die landdrosdistrikte Paarl, Wellington, Stellenbosch (uitgesonderd daardie gedeelte wat voor die publikasie van Goewermentskennisgewing No. 283 van 2 Maart 1962, binne die landdrosdistrik Bellville geval het), Somerset-Wes en Strand *mutatis mutandis* bindend is vir alle Bantoes in diens in genoemde Nywerheid by dié werkgewers vir wie enigeen van genoemde bepalings ten opsigte van werknemers bindend is en vir daardie werkgewers ten opsigte van Bantoes in hul diens.

M. VILJOEN,
Minister van Arbeid.

BYLAE.

NYWERHEIDSRAAD VIR DIE BOUNYWERHEID
(WESTELIKE PROVINSIE).

OOREENKOMS

ingevolge die bepalings van die Wet op Nywerheidsversoening, 1956, soos gewysig, gesluit en aangegaan deur en tussen die

Boland Master Builders' Association

(hieronder die "werkgewers" of die "werkgewersorganisasie" genoem), aan die een kant, en die

Amalgamated Society of Woodworkers;
South African Operative Masons' Society;
Western Province Building and Allied Trades Union;
Western Province Building Workers' Union;
South African Woodworkers Union;

(hieronder die "werknemers" of die "vakverenigings" genoem), aan die ander kant,

wat die partye is by die Nywerheidsraad vir die Bounywerheid (Westelike Provinsie), om die Ooreenkoms tussen die partye, gepubliseer by Goewermentskennisgewing No. 1223 van 15 Desember 1961 (hieronder die "Hofooreenkoms" genoem), soos gewysig by Goewermentskennisgewing No. R. 943 van 25 Junie 1965, Goewermentskennisgewing No. R. 1692 van 29 Oktober 1965, Goewermentskennisgewing No. R. 1772 van 12 November 1965 en Goewermentskennisgewing No. R. 1507 van 30 September 1966 en verleng by Goewermentskennisgewing No. R. 1928 van 3 Desember 1966, te wysig.

1. PERIOD OF OPERATION OF AGREEMENT.

This Agreement shall come into operation on such a date as may be specified by the Minister of Labour in terms of section forty-eight of the Act and shall remain in force until the 31st March, 1967, or for such period as may be determined by him.

2. AMENDMENT OF CLAUSE 20 OF THE MAIN AGREEMENT.

Sub-clause (1) of clause 20 of the Main Agreement is hereby amended by the insertion of the following new paragraph (f) after paragraph (e):—

“(f) commencing at 5.30 p.m., on the 22nd December, 1966 and ending at 7.30 a.m., on 9th January, 1967.”

Signed on behalf of the Council.

THOS. PATTULLO,
Chairman of the Council.
J. M. HARPER,
Vice-Chairman of the Council.
Z. P. CELLIERS,
Secretary of the Council.

Cape Town, 31st October, 1966.

No. R. 1934.] [2 December 1966.
INDUSTRIAL CONCILIATION ACT, 1956.

TEAROOM, RESTAURANT AND CATERING
TRADE, WITWATERSRAND.

EXTENSION OF AGREEMENT.

I, MARAIS VILJOEN, Minister of Labour, hereby, in terms of section 48 (4) (a) (i) of the Industrial Conciliation Act, 1956, extend the period fixed in Government Notice No. 1935 of the 23rd November, 1962, by a further period of three months ending on the 2nd March, 1967.

M. VILJOEN,
Minister of Labour.

1. GELDIGHEIDSDUUR VAN OOREENKOMS.

Hierdie Ooreenkoms tree in werking op dié datum wat die Minister van Arbeid kragtens artikel 48 van die Wet mag vasstel en bly van krag tot 31 Maart 1967 of vir dié tydperk wat hy mag bepaal.

2. WYSIGING VAN KLOUSULE 20 VAN DIE HOOFOOREENKOMS.

Subklousule (1) van klousule 20 van die Hoofooreenkoms word hierby gewysig deur onderstaande nuwe paragraaf (f) na paragraaf (e) in te voeg:—

“(f) beginnende om 5.30 nm., op 22 Desember 1966 en eindigende om 7.30 vm., op 9 Januarie 1967.”

Namens die Raad onderteken.

THOS. PATTULLO,
Voorsitter van die Raad.
J. M. HARPER,
Ondervoorsitter van die Raad.
Z. P. CELLIERS,
Sekretaris van die Raad.

Kaapstad, 31 Oktober 1966.

No. R. 1934.] [2 Desember 1966.
WET OP NYWERHEIDSVERSOENING, 1956.

TEEKAMER-, RESTAURANT- EN VERVERSINGS-
BEDRYF, WITWATERSRAND.

VERLENGING VAN OOREENKOMS.

Ek, MARAIS VILJOEN, Minister van Arbeid, verleng hierby kragtens artikel 48 (4) (a) (i) van die Wet op Nywerheidsversoening, 1956, die tydperk vasgestel in Goewermenskennisgewing No. 1935 van 23 November 1962, met 'n verdere tydperk van drie maande wat op 2 Maart 1967 eindig.

M. VILJOEN,
Minister van Arbeid.

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