



STAATSKOERANT

VAN DIE REPUBLIEK VAN SUID-AFRIKA

REPUBLIC OF SOUTH AFRICA

GOVERNMENT GAZETTE

REGULASIEKOERANT No. 2189

As 'n Nuusblad by die Poskantoor Geregistreer

PRYS 20c PRICE
OORSEE 30c OVERSEAS
POSVRY — POST FREE

REGULATION GAZETTE No. 2189

Registered at the Post Office as a Newspaper

VOL. 122]

PRETORIA, 15 AUGUSTUS 1975
15 AUGUST

[No. 4819

GOEWERMENSKENNISGEWING

DEPARTEMENT VAN NYWERHEIDSWESE

No. R. 1578

15 Augustus 1975

SALDANHABAAIHAWE-AANLEGWET, 1973 (WET 29 VAN 1973)

Ek, Jan Christiaan Heunis, Minister van Ekonomiese Sake, vaardig hierby ingevolge artikel 5 van die Saldanhabaaihawee-aanlegwet, 1973 (Wet 29 van 1973) die volgende regulasies uit:

REGULASIES

DEEL I

Woordskrywing

1. In hierdie regulasies, tensy uit die samehang anders blyk, het enige uitdrukking waaraan daar in die Saldanhabaaihawee-aanlegwet, 1973 (Wet 29 van 1973), 'n betekenis geheg is, die betekenis wat aldus daaraan geheg is, en beteken—

(i) "binnegedeelte van die hawe" die beskermde gedeelte van die hawe wat begrens word deur die breekwater tussen Hoedjiespunt en Marcuseiland, die ertsopslagterrein, aanvoerwal en die ertsloaikaai van die Suid-Afrikaanse Yster en Staal Industriële Korporasie Beperk en die land; (vii)

(ii) "boot" 'n vissersboot, seilboot of snelboot; (i)

(iii) "buitengedeelte van die hawe" die hawe uitgesonderd die binnegedeelte van die hawe; (xi)

(iv) "Departement" die Departement van Nywerheidswese; (iii)

(v) "gesagvoerder" iemand (behalwe 'n loods) wat toesig het of gesag voer oor 'n boot of skip; (viii)

(vi) "gevaarlike goedere" enige—

ontploffbare stowwe;

gasse: saamgepers, vloeibaar, of onder druk opgelos; vlambare vloeistowwe;

vlambare vaste stowwe en stowwe wat aan selfontbranding onderhewig is of stowwe wat vlambare gasse afgee wanneer dit met water in aanraking kom;

oksiderende stowwe;

organiese peroksiede;

giftige (toksiese) stowwe;

radio-aktiewe stowwe;

GOVERNMENT NOTICE

DEPARTMENT OF INDUSTRIES

No. R. 1578

15 August 1975

SALDANHA BAY HARBOUR CONSTRUCTION ACT, 1973 (ACT 29 OF 1973)

I, Jan Christiaan Heunis, Minister of Economic Affairs, do hereby make the following regulations in terms of section 5 of the Saldanha Bay Harbour Construction Act, 1973 (Act 29 of 1973):

REGULATIONS

PART I

Definitions

1. In these regulations, unless the context otherwise indicates, any expression to which a meaning has been assigned in the Saldanha Bay Harbour Construction Act, 1973 (Act 29 of 1973), shall bear the meaning assigned thereto, and—

(i) "boat" means a fishing boat, sail-boat or speed-boat; (ii)

(ii) "dangerous goods" means any—

explosive substances;

gases: compressed, liquefied, or dissolved under pressure;

flammable liquids;

flammable solid substances and substances liable to spontaneous combustion or substances which emit flammable gases when brought into contact with water;

oxidising substances;

organic peroxides;

poisonous (toxic) substances;

radioactive substances;

corrosives;

dangerous chemicals; (vi)

(iii) "Department" means the Department of Industries; (iv)

(iv) "fishing boat" means a boat licensed as a fishing boat or factory, in terms of the provisions of the Sea Fisheries Act, 1973 (Act 58 of 1973); (xiii)

(v) "harbour" means that portion of the sea and land known as Saldanha Bay and defined in Schedule A to Proclamation 189 of 1975; (vii).

bystowwe;

gevaarlike chemikalieë; (ii)

(vii) "hawee" daardie gedeelte van die see en land bekend as Saldanhabaai soos omskryf in Bylae A van Proklamasie 189 van 1975; (v)

(viii) "hawemeester" die persoon in beheer van die hawe bedoel in artikel 1 van die Wet; (vi)

(ix) "hinderlike goedere" enige goedere, artikels of vloei-stowwe wat nadelig vir die menslike gesondheid en die omgewing is of kan wees of wat in enige opsig aanstootlik is of kan wees; (x)

(x) "normale diensure" die ure 08h00 tot 17h00 Maandae tot Vrydae, uitgesonderd openbare vakansiedae, en 08h00 tot 13h00 Saterdag, uitgesonderd openbare vakansiedae; (ix)

(xi) "Sekretaris" die Sekretaris van Nywerheidswese; (xii)

(xii) "skip" enige vaartuig uitgesonderd 'n boot; (xiii)

(xiii) "vissersboot" 'n boot wat as 'n vissersboot of as 'n fabriek gelisensieer is ingevolge die bepalings van die Wet op Seevisserie, 1973 (Wet 58 van 1973); (iv)

DEEL II

AANKOMS EN VERTREK VAN BOTE EN SKEPE

Kennisgewing van verwagte aankoms van bote en skepe

2. (1) Die eienaar of agent van 'n skip wat voornemens is om die hawe aan te doen, moet die hawemeester so gou moontlik skriftelik in kennis stel van die datum en tyd waarop die skip na verwagting sal arriveer, die aard en hoeveelheid van die goedere wat verskeep of ontskeep moet word en die bunker- of ander benodigdhede wat die skip mag verlang.

(2) Die gesagvoerder van 'n boot met 'n ander tuishawe, wat die hawe binnevaar, moet so gou doenlik na sy aankoms in die hawe die hawemeester in kennis stel van die presiese tyd van sy aankoms in die hawe, en die naam, registrasienommer en tuishawe van sy boot aan die hawemeester verstrek.

Seine deur skepe wat hawe binnevaar

3. Alle skepe moet hulle nasionale vlae hys voordat hulle die hawe binnevaar.

Skepe moet op toestemming wag voordat hulle die hawe of die binnegedeelte van die hawe binnevaar

4. Geen skip of boot langer as 18 meter mag die hawe of binnegedeelte van die hawe binnevaar of daaruit vertrek voordat magtiging daartoe van die hawemeester verkry is nie en indien 'n skip vlambare vloeistof vervoer of vervoer het (uitgesonderd bunkerbrandstof in tenks spesiaal vir dié doel verskaf), mag dit nie die hawe binnevaar of daaruit vertrek nie tensy 'n sertifikaat van gasvryheid ten opsigte van daardie skip eers aan die hawemeester verstrek is: Met dien verstande dat so 'n sertifikaat uitgereik moet word deur 'n persoon met 'n B.Sc.-graad in Chemie of 'n Nasionale Diploma vir Tegnici (Analitiese Chemie) en met ten minste twee jaar laboratorium-ondervinding van, en -opleiding in die toetsing van atmosfeer in skeepsruime.

Hawemeester kan aan boord gaan by aankoms van bote en skepe

5. Die hawemeester of 'n beampte van die Departement deur hom aangewys, moet tydens normale diensure aan die gesagvoerder van 'n boot of skip wat in die hawe aankom, so spoedig moontlik na die boot of skip se aankoms en indien moontlik voordat die boot of skip geanker word 'n geskikte aanlêplek aanwys en indien dit nodig geag word, kan die hawemeester of beampte deur

(vi) "harbour master" means the person in control of the harbour, as referred to in section 1 of the Act; (viii)

(vii) "inner part of the harbour" means the protected part of the harbour bounded by the breakwater between Hoedjies Point and Marcus Island and the ore-stockpiling area, causeway and ore-loading jetty of the South African Iron and Steel Industrial Corporation Limited and the land; (i)

(viii) "master" means a person (other than a pilot) having charge or command of a boat or ship; (v)

(ix) "normal office hours" are the hours 08h00 to 17h00 on Mondays to Fridays excluding public holidays and 08h00 to 13h00 on Saturdays excluding public holidays; (x)

(x) "offensive goods" means any goods, articles or liquids which are or can be detrimental to human health or the environment or which are or may be objectionable in any respect; (ix)

(xi) "outer part of the harbour" means the harbour excluding the inner part of the harbour; (iii)

(xii) "Secretary" means the Secretary for Industries (xi)

(xiii) "ship" means any vessel excluding a boat; (xii)

PART II

ARRIVAL AND DEPARTURE OF BOATS AND SHIPS

Notification of expected arrival of boats and ships

2. (1) The owner or agent of a ship that intends to call at the harbour, shall as early as possible give notice in writing to the harbour master of the expected date and time of arrival of the ship, the nature and quantity of the goods to be shipped or landed and the bunkers or other requisites the ship may require.

(2) The master of any boat with any other harbour as its home port which enters the harbour, shall as soon as possible after its arrival in the harbour, notify the harbour master of the exact time of its arrival in the harbour and of the name, registration number and home port of his boat.

Ship's signals on entering the harbour

3. Before entering the harbour every ship shall hoist her national colours.

Ships to await permission before entering the harbour or the inner part of the harbour

4. No ship or boat exceeding 18 metres shall enter or depart from the harbour or inner part of the harbour before permission therefor has been obtained from the harbour master and if a ship is conveying or has conveyed flammable liquids (other than bunker fuel in tanks specifically provided for the purpose) it shall not enter or depart from the harbour unless a gas-free certificate in respect of that ship is furnished to the harbour master beforehand: Provided that such a certificate shall be issued by a person with a B.Sc. degree in chemistry or National Diploma for Technicians (Analytical Chemistry) and with at least two years' laboratory experience and training in the testing of atmospheres in ships' compartments.

Harbour master may board boats and ships on arrival

5. The harbour master or an officer of the Department designated by him shall during normal working hours point out to the master of any boat or ship arriving at the harbour as soon as practicable after the boat's or ship's arrival, and if possible, before the boat or ship comes to anchor, a proper berth for such boat or ship and for this purpose, if considered necessary, the harbour master or the officer designated by him may board such

hom aangewys, vir hierdie doel aan boord gaan. Die hawemeester kan, in belang van veilige, ordelike en doeltreffende hawebestuur, te eniger tyd toestemming om te anker weier, en kan te eniger tyd as hy dit nodig ag, beveel dat die boot of skip na 'n ander aanlêplek verskuif moet word wat deur hom aangewys word.

Gesagvoerder moet besonderhede van skip aangee

6. Benewens die verpligtinge wat die gesagvoerder van 'n skip wat die hawe binnevaar, opgelê is, moet elke gesagvoerder by sy aankoms in die hawe, die diepgang en tonnemaat van sy skip, asook die oorsprong, hoeveelheid en beskrywing van die vrag en die getal passasiers aan boord by die hawemeester aangee.

Gesagvoerder aanspreeklik vir verkeerde verklaring

7. Die gesagvoerder van 'n skip is aanspreeklik vir alle skade wat voortspruit uit 'n verkeerde verklaring of weglating in 'n verklaring wat deur hom of sy verteenwoordiger gemaak is met betrekking tot die skip of die inhoud daarvan.

Vasstel van tonnemaat van 'n boot of skip

8. Vir doeleindes van hierdie regulasies is die tonnemaat of lengte van 'n boot of skip dié wat vasgestel is kragtens die bepalings van die Handelskeepvaartwet, 1951 (Wet 57 van 1951).

Kannonne moet ontlai wees en springstowwe mag nie gebruik word nie

9. Die gesagvoerder van 'n boot of skip wat die hawe binnevaar, moet toesien dat alle kanonne aan boord ontlai is voordat die boot of skip by die hawe aankom, en mag nie toelaat dat hulle weer gelaai word solank die skip in die hawe is nie. Geen skip of boot in die hawe mag 'n kanon afvuur, of 'n vuurwerksein gebruik sonder die toestemming van die hawemeester nie, behalwe wanneer so 'n boot of skip werklik in nood verkeer of hulp nodig het. Behalwe met die toestemming van die hawemeester, mag geen springstowwe aan boord van 'n boot of skip in die hawe of die binne- of buitegedeelte van die hawe gebruik word nie.

Gesagvoerder moet kennis gee van gevaarlike en hinderlike goedere aan boord

10. (1) Die gesagvoerder van elke boot of skip met gevaarlike of hinderlike goedere aan boord moet by aankoms in die hawe die hawemeester daarvan in kennis stel.

(2) Wanneer 'n boot of skip (uitgesonderd 'n oorlogskip wat nie springstowwe ontskeep of verskeep nie) met gevaarlike of hinderlike goedere aan boord langs 'n hawe-oorhoof, pier, kaai of werf aangelê word, moet daar 'n brandweerman teenwoordig wees as die hawemeester dit gelas, en die koste in dié verband moet deur die gesagvoerder van sodanige boot of skip gedra word en die gesagvoerder moet ook op koste van die eienaar van die boot of skip alle ander of verdere voorsorgmaatreëls tref wat die hawemeester redelikerwys nodig ag vir die veiligheid van die hawe, die boot of skip of sy vrag.

Kennisgewing van vertrek uit hawe

11. Die gesagvoerder van 'n skip moet minstens drie uur vooraf kennis gee by die kantore van die hawemeester en van die Departement van Doeane en Aksyns hoe laat sy skip gereed sal wees om uit die hawe te vertrek. As dit sy voorneme is om buite normale diensure te vertrek, moet hy sodanige kennisgewing voor 17h00 op die vertrekdag of, as dit sy voorneme is om na middernag te vertrek, voor 17h00 op die vorige dag, by die kantore van die hawemeester en van die Departement van Doeane en Aksyns indien.

boat or ship. The harbour master may at any time in the interest of safe, orderly and efficient harbour management refuse permission to anchor and may at any time, if it should appear to him to be necessary to do so, order that the boat or ship be moved to some other berth assigned by him.

Master to furnish particulars of ship

6. In addition to the obligations imposed upon the master of a ship entering the harbour, every master shall on arrival in the harbour notify the harbour master of his ship's draught and tonnage and also the origin, quantity and description of the cargo and the number of passengers aboard.

Master responsible for erroneous declaration

7. The master of a ship shall be responsible for all damage resulting from any erroneous declaration or omission in a declaration made by him or his representative in regard to the ship or the contents thereof.

Determination of the tonnage of a boat or ship

8. For the purposes of these regulations the tonnage or length of a ship or boat shall be that as determined under the provisions of the Merchant Shipping Act, 1951 (Act 57 of 1951).

Guns to be unloaded and explosives not to be used

9. The master of a boat or ship entering the harbour shall prior to the arrival of his boat or ship, take care that all guns on board are unloaded and shall not permit them to be reloaded while the ship is in the harbour. No boat or ship while in the harbour shall fire any gun or use any pyrotechnic signal without the permission of the harbour master except when such boat or ship is in actual distress or in want of assistance. Except with the permission of the harbour master no explosives shall be used aboard a boat or ship in the inner or outer part of the harbour.

Master to give notice of dangerous and offensive goods aboard

10. (1) The master of every boat or ship with dangerous or offensive goods on board shall on arrival in the harbour give notice thereof to the harbour master.

(2) When a boat or ship (except a warship which does not land or ship explosives) with dangerous or offensive goods on board is berthed alongside a jetty, pier, quay or wharf, a fireman shall be in attendance if the harbour master so directs and the expense in this regard shall be borne by the master of such boat or ship and the master shall also at the expense of the owner of that boat or ship take all other and further precautionary measures which the harbour master may reasonably consider necessary for the safety of the harbour, the boat or ship or its cargo.

Notice of departure from harbour

11. The master of a ship shall give at least three hours' prior notice at the offices of the harbour master and of the Department of Customs and Excise of the time his ship will be ready to depart from the harbour. If it is his intention to depart after normal working hours, such notice shall be given before 17h00 on the day of departure and if the departure is contemplated after midnight, before 17h00 on the preceeding day, as the case may be.

Toestemming om hawe te verlaat

12. Geen boot of skip mag uit die hawe vertrek nie tensy alle hawegelde, liggelde, ander regte en kostes betaal is wat by die Bylae hiervan voorgeskryf word en deur of ten behoeve van die eienaar van daardie boot of skip verskuldig is, of tensy 'n waarborg, goedgekeur deur die Sekretaris, daarvoor verstrek is, en tensy klaring ingevolge die bepalings van die Wet op Doeane en Aksyns, 1964 (Wet 91 van 1964) verkry is.

Oorlaaide of onseewaardige bote en skepe

13. Behoudens die bepalings van die Handelskeepvaartwet, 1951 (Wet 57 van 1951), kan die hawemeester alle maatreëls tref wat hy nodig ag om 'n boot of skip te belet om uit die hawe te vertrek as dit oorlaai of onbehoorlik gelaai is, nie genoeg of bevoegde bemanningslede het nie, meer passasiers aan boord het as wat met redelike veiligheid vervoer kan word, of ontoereikend of onseewaardig bevind word. In al sulke gevalle kan die hawemeester die betrokke boot of skip by skriftelike bevel aanhou tot die gebrek wat die seewaardigheid daarvan affekteer of belemmer, herstel is. Alle koste wat aangegaan is as gevolg van 'n ondersoek deur of op versoek van die hawemeester ingevolge hierdie regulasie, moet deur die eienaar van die betrokke boot of skip gedra word.

DEEL III

NAVIGASIE EN VASMEER IN DIE HAWE

A. NAVIGASIE

Verantwoordelikheid van gesagvoerder

14. (1) Die gesagvoerder van 'n boot of skip wat binne die hawe is, is te alle tye verantwoordelik vir die veiligheid van sy boot of skip en geen bepalings van hierdie regulasies moet so vertolk word dat dit die gesagvoerder van sy verantwoordelikheid onthef nie.

(2) Geen eienaar van 'n boot of skip mag sodanige boot of skip op 'n onveilige wyse of op so 'n manier dat dit ongerief of gevaar binne die hawe veroorsaak, gebruik, laat gebruik of toelaat dat dit aldus gebruik word nie, of mag sodanige boot of skip binne die hawe gebruik, laat gebruik of toelaat dat dit daar gebruik word nie tensy dit voldoende beman is en iemand in beheer het wat bedrewe en bekwaam genoeg is om dit behoorlik te beheer en te navigeer.

Navigasie binne die hawe

15. (1) Geen boot of skip mag in die binnegedeelte van die hawe vaar, van een aanlêplek na 'n ander verskuif of te water gelaat word nie tensy die hawemeester toestemming daartoe gegee het.

(2) Die gesagvoerder van 'n boot of skip wat op die punt staan om die hawe binne te vaar, of reeds die hawe binnegevaar het, moet enige opdrag, insluitende beperkings ten opsigte van die snelheid waarteen en die gebied waarin gevaar mag word, nakom wat mondeling of deur middel van 'n luidsprekerstelsel of ander oorsendapparaat deur die hawemeester of enige ander beampete van die Departement aan hom oorgedra word.

Bote moet toegee vir skepe

16. Bote moet te alle tye toegee vir skepe wat varende is in 'n vaargeul of bevaarbare gebied van die hawe, maar vir moeilik maneuvreerbare baggerbote, boorplatforms ens., wat besig is met konstruksie-, instandhoudings- of dergelike werk binne die hawe moet bote of skepe te alle tye toegee.

Permission to leave the harbour

12. No boat or ship may depart from the harbour unless all harbour fees, light dues, other dues and charges owed by or on behalf of the owner in terms of the Schedule hereto have been paid or unless a guarantee approved by the Secretary has been furnished in respect thereof and unless clearance has been obtained in terms of the provisions of the Customs and Excise Act, 1964 (Act 91 of 1964).

Overloaded and unseaworthy boats and ships

13. Subject to the provisions of the Merchant Shipping Act, 1951 (Act 57 of 1951), the harbour master may adopt all measures he may consider necessary to prohibit a boat or ship from departing from the harbour if it is overloaded or improperly loaded, insufficiently manned or without duly qualified crew members, boarded by more passengers than can be carried with reasonable safety or if found deficient or unseaworthy. In any such case the harbour master may, by written order detain such boat or ship until the defect which affects or impedes the seaworthiness thereof has been remedied. All expenses incurred as a result of any investigation by or at the request of the harbour master in terms of this regulation shall be borne by the owner of the ship or boat.

PART III

NAVIGATION AND MOORING IN THE HARBOUR

A. NAVIGATION

Responsibility of master

14. (1) The master of a boat or ship in the harbour shall at all times be responsible for the safety of his boat or ship and no provisions of these regulations shall be construed as relieving the master of this responsibility.

(2) No owner of a boat or ship shall use such boat or ship or cause or permit it to be used unsafely or in such a manner as to cause inconvenience or danger within the harbour, or use such boat or ship or cause or permit it to be used unless it is manned adequately and has someone in command who is sufficiently competent and skilled to navigate it properly.

Navigation in the harbour

15. (1) No boat or ship may sail in the inner part of the harbour, move from one berth to another or be launched unless the permission of the harbour master has been obtained.

(2) The master of any boat or ship which is about to enter the harbour or which has already entered the harbour shall comply with any instruction, including restrictions in respect of the speed at which and the area within which it may sail, transmitted to him by the harbour master or any other officer of the Department by word of mouth or through a loud hailing system or other transmitting apparatus.

Boats to give way to ships

16. Boats shall at all times give way to ships sailing in a channel or navigable area of the harbour, but to not easily manoeuvrable dredgers, drilling rigs and the like engaged in construction, maintenance or similar work within the harbour boats and ships shall at all times give way.

Gesagvoerders moet in beheer bly

17. Die gesagvoerder van 'n boot of skip wat in die hawe vaar, moet in beheer van daardie boot of skip bly totdat dit vasgemeer is.

Ligte op bote en skepe

18. Tussen sonder en sonop moet bote en skepe in die hawe die ligte vertoon wat voorgeskryf word in die Botsing- en Noodseinregulasies, 1965, afgekondig by Goewermentskennisgewing R. 1448 van 1 Oktober 1965, kragtens die Handelskeepvaartwet, 1951 (Wet 57 van 1951).

Skeepstoebehore moet vasgemaak en gestu word

19. Wanneer 'n boot of skip die binnegedeelte van die hawe binnevaar, daarin lê of daaruit vertrek, mag niks by die kante daarvan verbystek of oorhang nie en moet die reddingsbote binneboords geswaai, en alle uitsteeksels na binne gebring wees.

Bote en skepe moet altyd gereed wees om verskuif te word

20. 'n Boot of skip wat die hawe binnevaar, daaruit vertrek of na 'n ander aanlêplek binne die hawe verskuif word, moet genoeg bemanningslede vir dié doel aan boord hê en moet ten alle tye in 'n posisie wees om verskuif te word, anders kan die hawemeester die betrokke boot of skip op die risiko en koste van die eienaar laat verskuif indien dit in belang van die doelmatige en veilige bestuur van die hawe is.

B. AANLÊ VAN BOTE EN SKEPE*Akkommodasie in die hawe*

21. (1) Geen boot of skip mag in die hawe vasgemeer, geanker of geakkommodeer word nie, uitgesonderd kragtens 'n permit deur die hawemeester uitgereik en teen betaling van die gelde in die Bylae voorgeskryf: Met dien verstande dat—

(a) die bepalings van hierdie regulasie nie van toepassing is op 'n boot of skip wat op staatsgrond wat van die Departement van Landboukrediet en Grondbesit deur enige private persoon, firma of maatskappy gehuur word, gelaat of geplaas is nie;

(b) geen gelde betaalbaar is vir 'n permit ten opsigte van enige boot of skip in diens van die Regering van die Republiek, die Administrasie van Suidwes-Afrika of die Suid-Afrikaanse Spoorweg- en Hawens-administrasie nie.

(2) Geen boot of skip wat nie, soos by die Handelskeepvaartwet, 1951 (Wet 57 van 1951), vereis, as seewaardig gesertifiseer is nie, mag in die hawe lê of vasmeer, geanker of op 'n ander wyse geakkommodeer word nie, hetsy aan wal of in die water, behalwe kragtens 'n permit deur die hawemeester uitgereik en teen betaling van die gelde in die Bylae voorgeskryf.

Vasmeer

22. (1) Niemand mag 'n boot of skip langs 'n hawe-hoof, pier, kaai of werf in die hawe vasmeer nie uitgesonderd op sodanige plek as wat die hawemeester aan hom van tyd tot tyd toewys en uitgesonderd kragtens 'n permit deur die hawemeester uitgereik en teen betaling van die gelde in die Bylae voorgeskryf: Met dien verstande dat geen gelde betaalbaar is nie deur 'n boot wat as 'n vissersboot of fabriek ingevolge die bepalings van die Wet op Seevisserye, 1973 (Wet 58 van 1973), gelisensieer is, wanneer so 'n boot besig is om sy vangs af te laai of bemanning, voorrade of brandstof aan boord te neem.

Masters to remain in command

17. The master of any boat or ship sailing in the harbour shall remain in command of such boat or ship until it has been moored.

Lights on boats and ships

18. The lights prescribed in the Collision and Distress Signals Regulations, 1965, published by Government Notice R. 1448 of 1 October 1965 under the Merchant Shipping Act, 1951 (Act 57 of 1951), shall be exhibited on boats and ships in the harbour between sunset and sunrise.

Ship's gear to be rigged and stowed

19. When a boat or ship enters, lies in or departs from the inner part of the harbour nothing shall protrude or hang over the sides thereof and all lifeboats shall be swung inboard and all projections shall be brought inside.

Boats and ships always to be ready to be moved

20. A boat or ship entering or departing from the harbour or moving berth within the harbour shall have sufficient crew members aboard for this purpose and shall at all times be in a position to be moved, otherwise the harbour master may, if it is in the interest of efficient and safe management of the harbour, move the boat or ship at the risk and expense of the owner.

B. BERTHING OF BOATS AND SHIPS*Accommodation in the harbour*

21. (1) No boat or ship shall be moored, anchored or accommodated in the harbour except in terms of a permit issued by the harbour master and on payment of the fees prescribed in the Schedule: Provided that—

(a) the provisions of this regulation shall not apply to a boat or ship left or placed on State land leased from the Department of Agricultural Credit and Land Tenure by any private person, firm or company;

(b) no fee shall be payable for a permit in respect of a boat or ship in the service of the Government of the Republic, the Administration of South-West Africa or the South African Railways and Harbours Administration.

(2) No boat or ship not certified as seaworthy in terms of the Merchant Shipping Act, 1951 (Act 57 of 1951), shall lie, be anchored, moored or otherwise accommodated in the harbour, whether on land or in the water, except under a permit issued by the harbour master and upon payment of the fees prescribed in the Schedule.

Mooring

22. (1) No person shall moor any boat or ship alongside any jetty, pier, quay or wharf in the harbour except at such place as the harbour master may assign to him from time to time and under a permit issued by the harbour master and upon payment of the fees prescribed in the Schedule: Provided that no fees shall be payable by a boat licensed as a fishing boat or factory in terms of the provisions of the Sea Fisheries Act, 1973 (Act 58 of 1973), when such boat is unloading its catch or when it is taking crew, stores or fuel on board.

(2) Die hawemeester kan te eniger tyd as hy dit nodig ag, beveel dat 'n boot of skip in die hawe van vasmeerplek verander of na 'n ander vasmeerplek verskuif word wat deur die hawemeester aangewys word, en indien 'n boot of skip op 'n onveilige wyse of op so 'n manier vasgemeer of aangelê is dat dit ongerief of gevaar veroorsaak, moet die gesagvoerder sonder versuim aan 'n opdrag van die hawemeester voldoen om daardie boot of skip vas te maak of te verwyder.

(3) Geen boot of skip mag in die hawe vasgemaak word aan 'n vaargeulmerkboei, ligboei of enige navigasihulpmiddel of -merk wat vir die veiligheid van skeepvaart aangebring is nie. Enige persoon wat so 'n boei of navigasihulpmiddel versper of verskuif, moet die voorval onmiddellik aan die hawemeester rapporteer en moet in elk geval binne 24 uur na die voorval 'n volledige skriftelike verslag by die hawemeester indien waarin die omstandighede van die voorval uiteengesit word.

(4) Geen boot of skip mag sonder die toestemming van die hawemeester in 'n vaargeul in die hawe geanker of vasgemeer word nie, en geen boot of skip mag in die hawe binne die aanliggende watergebied van 'n sleep-helling geanker, vasgemeer of geplaas word nie en niemand mag 'n ketting, anker of ander versperring in sodanige gebied plaas nie.

(5) As 'n boot of skip om 'n rede buite die beheer van die gesagvoerder in die hawe vasgemeer word by 'n aanlê- of ander plek wat nie uitdruklik deur die hawemeester aan daardie boot of skip toegewys is nie, moet die gesagvoerder van daardie boot of skip die hawemeester onmiddellik in kennis stel dat daardie boot of skip op daardie plek vasgemeer is, in welke geval die hawemeester op die risiko en koste van die betrokke eienaar of gesagvoerder sodanige stappe kan doen as wat hy nodig ag in die belang van veilige, ordelike en doeltreffende hawebestuur.

(6) Die eienaar van 'n boot of skip vasgemeer of geanker in die hawe as sy tuishawe, moet minstens een maal in elke 12 maande die vasmeertoerusting waarmee sodanige boot of skip vasgemeer of geanker word, in die aanwesigheid van die hawemeester laat optrek vir ondersoek, en enige herstelwerk of vervanging wat die hawemeester nodig mag vind, moet sonder versuim uitgevoer word. Die eienaar van sodanige boot of skip moet die hawemeester minstens 48 uur kennis gee van sy voorneme om die vasmeertoerusting van daardie boot of skip op te trek.

Ankers moet beboei, en die verlies daarvan gerapporteer word

23. Die gesagvoerders van alle bote en skepe moet toesien dat die ankers van hule bote en skepe beboei is. Indien 'n anker, ketting of kabel van 'n boot of skip binne die hawe breek of oorboord val, moet die gesagvoerder dit onmiddellik aan die hawemeester rapporteer en die ligging van die plek waar sodanige anker, ketting of kabel gebreek of oorboord geval het, aanmeld, en aandui of sodanige anker, ketting of kabel beboei was toe dit gebreek het of verloor is. Indien die hawemeester dit noodsaaklik ag, moet die betrokke gesagvoerder sodanige anker, ketting of kabel onmiddellik opdiep as dit redelikerwys vir hom moontlik is of anders kan die Departement dit op die risiko en koste van die eienaar van die betrokke boot of skip laat uithaal.

Loopplanke

24. Indien 'n skip langs 'n hawehoof, werf, pier, kaai, of 'n ander skip vasgemeer is of aan boei of voor anker lê, moet die gesagvoerder van die skip 'n veilige en behoorlike loopplank op sodanige wyse verskaf dat dit vrye en veilige toegang tot die dek van die skip, of wal verleen. Sodanige loopplank moet snags voldoende verlig

(2) The harbour master may at any time, if he considers it necessary, order that a boat or ship in the harbour shall change its mooring place or move to another mooring place indicated by the harbour master and if a boat or ship is moored or berthed unsafely or in such a manner that it causes inconvenience or danger, the master shall without delay comply with the harbour masters' order to fasten or remove such boat or ship.

(3) No boat or ship in the harbour shall be attached to any channel marking buoy, light buoy or any navigational aid or mark provided for the safety of shipping. Any person who obstructs or displaces any such buoy or navigational aid shall immediately report the incident to the harbour master and shall in any event within 24 hours after the incident took place submit a full report in writing to the harbour master setting out the circumstances appertaining to the incident.

(4) No boat or ship shall be anchored or moored within a navigation channel in the harbour without the harbour master's permission, and no boat or ship shall be anchored, moored or placed within the water area adjacent to a slipway in the harbour and no person shall place any chain, anchor or other obstacle in such area.

(5) If, for reasons beyond the master's control, a boat or ship is moored in the harbour at a berth or other place not specifically assigned to it by the harbour master, the master of such boat or ship shall notify the harbour master immediately that the boat or ship is moored at such place, in which case the harbour master may at the risk and expense of the owner or master concerned, take such steps as he may deem necessary in the interest of safe, orderly and efficient harbour management.

(6) The owner of any boat or ship moored or anchored in the harbour as its home harbour shall cause the moorings of such boat or ship to be lifted for inspection at least once every 12 months in the presence of the harbour master, and any repairs or replacements found necessary by the harbour master shall be effected without delay. The owner of such boat or ship shall give the harbour master at least 48 hours' notice of his intention to lift the moorings of the boat or ship.

Anchors to be buoyed and the loss thereof reported

23. The masters of all boats and ships shall take care that the anchors of their boats and ships are buoyed. Should any anchor, chain or cable of a boat or ship break or fall overboard within the harbour, the master shall forthwith report the incident to the harbour master and indicate the position of the spot where such anchor, chain or cable broke or fell overboard and indicate whether such anchor, chain or cable was buoyed when it broke or was lost. If the harbour master considers it essential the master shall forthwith recover such anchor, chain or cable if it is reasonably possible for him to do so or, failing which, the Department may at the risk and the expense of the owner of the boat or ship recover it.

Gangways

24. The master of a ship moored alongside a jetty, pier, quay, wharf or some other ship or lying at buoys or anchor shall provide a safe and proper gangway so as to admit free and safe passage to the deck of the ship or

wees, daar moet te alle tye 'n bevoegde wag by die loopplank op diens wees en 'n reddingsboei met 'n tou daaraan moet naby die loopplank gereed gehou word vir onmiddellike gebruik. Dieselfde voorwaardes geld wanneer 'n leer of ander soortgelyke uitrusting gebruik word deur 'n skip wat voor anker lê.

Laat sak van bote

25. Behalwe in geval van nood, mag geen boot sonder die toestemming van die hawemeester en die Departement van Doeane en Aksyns uit 'n ander boot of 'n skip laat sak word nie.

Bote en skepe moet toeganklik wees vir inspeksie

26. Onderwyl 'n boot of skip in die hawe is, kan die hawemeester of die Departement se ander beamptes te eniger tyd aan boord gaan en die boot of skip of 'n deel daarvan inspekteer in die uitvoering van hulle pligte.

DEEL IV

LAAI EN AFLAAI VAN BOTE EN SKEPE

Volgorde waarin bote en skepe bedien word

27. Bote en skepe word sover doenlik in die volgorde van aankoms, maar onderworpe aan die goeiedunke en bevel van die hawemeester, gelaai of afgelaai.

Weiering van toestemming om vrag te ontskeep

28. Die hawemeester kan weier om toe te laat dat goedere uit 'n boot of skip ontskeep word tot tyd en wyl geskikte loods-, kaai- of ander ruimte vir sodanige vrag beskikbaar is, of totdat reëlins tot sy bevrediging getref is om elke gedeelte van sodanige vrag weg te neem en op te berg sodra dit ontskeep word.

Wanneer vrag ontskeep kan word

29. Geen gesagvoerder mag toelaat dat daar begin word om sy skip se vrag af te laai alvorens sodanige skip behoorlik ingeskryf is by die kantoor van die Departement van Doeane en Aksyns of voordat spesiale magtiging van daardie Departement verkry is om die vrag te begin ontskeep nie.

Wanneer luuke oopgemaak of verwyder moet word

30. (1) Indien die hawemeester dit vereis en omstandighede dit toelaat, moet die gesagvoerder van 'n skip wat op die punt staan om goedere in te laai of af te laai, alle luuke wat gebruik gaan word vir sodanige laaiwerk laat oopmaak voor die tyd wat vir die aanvang van die laaiwerk bepaal is.

(2) Die gesagvoerders van alle skepe wat steenkool, erts, delfstowwe of ander massavragte inlaai of aflaai, moet die luuke en luikbalke wat in die pad van laai-toestelle is, laat verwyder en is verantwoordelik vir die terugplasing van sodanige luuke en luikbalke nadat die laaiwerk voltooi is.

(3) Wanneer 'n skip steenkool, erts, delfstowwe of soortgelyke produkte in bunkers, 'n ruim of 'n toe plek op of onder dek laai of daaruit laai, moet die gesagvoerder van daardie skip geskikte maatreëls tref vir voldoende ventilasie en vir die veiligheid van daardie skip en alle persone wat aan boord van die skip werk tydens sodanige laaiwerk.

Gesagvoerder moet toesig hou oor laaiwerk

31. Onderwyl goedere ingeskeep of ontskeep word, moet die betrokke gesagvoerder of 'n ander verantwoordelike persoon wat behoorlik deur hom aangestel is, aan boord bly om toesig oor sodanige werksaamhede te hou. Indien

land. At night such gangway shall be sufficiently lighted, a competent watchman shall be on duty at the gangway at all times and a lifebuoy with a line attached thereto shall be kept ready for immediate use near such gangway. The same requirements shall apply if a ladder or other similar apparatus is used by a ship lying at anchor.

Lowering of boats

25. Except in an emergency no boat shall be lowered from any boat or ship without the permission of the harbour master and the Department of Customs and Excise.

Boats and ships to be open for inspection

26. In the execution of their duties the harbour master or other officers of the Department may at any time while a boat or ship is in the harbour board such boat or ship and inspect it or any part thereof.

PART IV

LOADING AND DISCHARGE OF BOATS AND SHIPS

Order in which boats and ships are served

27. Boats and ships shall as far as practicable be loaded or discharged in order of arrival, but subject to the discretion and orders of the harbour master.

Refusal of permission to land cargo

28. The harbour master may refuse to permit cargo to be landed from a boat or ship until a suitable shed or quay or other accommodation for such cargo is available or until arrangements to his satisfaction have been made for the removal and storage of every portion of such cargo on its discharge.

When cargo may be landed

29. No master may allow the discharging of his ship to commence until such ship has been properly entered at the office of the Department of Customs and Excise or until special authority has been obtained from the said Department to commence with the landing of his cargo.

When hatches to be opened or removed

30. (1) If required to do so by the harbour master and circumstances permit, the master of a ship about to discharge or load cargo shall cause all hatches to be used for such discharge or loading to be opened before the time fixed for the commencement of the loading or unloading operations.

(2) The masters of all ships shipping or landing coal, ores, minerals or other bulk cargoes shall have all hatches and hatch beams in the way of the loading appliances removed and shall be responsible for the replacement of such hatches and hatch beams after the loading operations have been completed.

(3) When a ship loads or discharges coal, ores, minerals or similar products into or out of bunkers, a hold or any enclosed space above or below deck, the master of that ship shall make suitable provision for adequate ventilation and the safety of such ship and all persons working aboard that ship during such loading or unloading operations.

Master to superintend loading or discharge

31. While goods are taken on board or discharged the master concerned, or a responsible person duly appointed by him, shall remain on board to supervise such operations. If any of the cargo or ship's gear is

van die vrag of skeepstuig oorboord val, moet die gesagvoerder van die betrokke boot of skip die voorval onverwyld aan die hawemeester rapporteer en die voorwerpe onmiddellik uithaal as dit vir hom redelikerwys moontlik is, of anders kan die Departement sodanige voorwerpe op die risiko en koste van die eienaar van die boot of skip laat uithaal as dit doenlik is.

Laaï en aflaai van bote en skepe

32. Indien die hawemeester meen dat 'n boot of skip nie sy goedere teen 'n redelike spoed in- of aflaai nie, moet hy die gesagvoerder van daardie boot of skip skriftelik daarvan in kennis stel en dan verbeur daardie boot of skip sy laaibeurt. As die boot of skip 'n aanlêplek beset, kan dit op risiko en koste van die eienaar daarvan van sodanige aanlêplek af verskuif word deur die hawemeester. In die geval van 'n ophoping van goedere op 'n hawe-hoof, pier, kaai of werf of in 'n ligter, of om enige ander rede wat die hawemeester voldoende ag, kan hy die gesagvoerder van 'n boot of skip versoek om laaiwerk te staak of die vrag teen 'n stadiger tempo te ontskeep.

DEEL V

Herstel en instandhouding van bote en skepe

33. Geen buiteherstelwerk mag aan 'n boot of skip in die hawe gedoen word nie, uitgesonderd met die skriftelike toestemming van die hawemeester, en dan slegs op die volgende voorwaardes:

(a) Voordat herstelwerk 'n aanvang neem, moet die betrokke eienaar of gesagvoerder alle moontlike voorsorgmaatreëls tref, insluitende enige voorsorgmaatreëls wat die hawemeester mag vereis, om te voorkom dat vullis of ander stowwe in die water in die hawe val.

(b) Die betrokke eienaar of gesagvoerder moet ook alle ander voorwaardes nakom wat die hawemeester skriftelik stel.

(c) Indien die betrokke eienaar of gesagvoerder versuim om die bepalings van hierdie regulasie na te kom, kan die hawemeester toestemming tot die verrigting van herstelwerk aan die boot of skip terugtrek en gelas dat die werk gestaak word.

34. Geen binneherstelwerk mag aan 'n boot of skip in die hawe gedoen word nie tensy die eienaar of gesagvoerder die hawemeester verwittig het van die aard en omvang van die voorgenome herstelwerk en toereikende voorsorgmaatreëls getref het teen brand wat kan ontstaan uit of as gevolg van die werk. Indien die hawemeester die voorsorgmaatreëls wat getref is, ontoereikend ag, kan hy gelas dat die werk gestaak word totdat voorsorgmaatreëls tot sy tevredenheid getref is.

Beroking van vaartuie

35. Geen gesagvoerder mag toelaat dat sy boot of skip in die hawe berook word nie tensy hy toestemming van die hawemeester verkry het, en dan slegs op die voorwaardes wat die hawemeester mag stel.

Vonke, rook, dampe, ens.

36. (1) Die eienaar of gesagvoerder van 'n boot of skip in die hawe moet alle nodige voorsorgmaatreëls tref om te voorkom dat daardie boot of skip vonke of oormatige rook of dampe afgee.

(2) Die bepalings van subregulasie (1) is nie van toepassing op rook wat van 'n boot of skip in sy aansittig afkomstig is nie, of wanneer die toestel wat die rook veroorsaak, opgeknop word en so 'n uitlating nie redelikerwys verhoed kan word nie.

dropped overboard the master of the boat or ship concerned shall without delay report the matter to the harbour master and immediately recover the objects if it is reasonably possible for him to do so, or failing which and if practicable, such objects may be recovered by the Department at the risk and expense of the owner of that boat or ship.

Loading and unloading of boats and ships

32. If the harbour master is of the opinion that a boat or ship is not taking on board or discharging its goods at a reasonable speed, he shall inform the master of that boat or ship thereof in writing and such boat or ship shall then forfeit its loading turn. If the boat or ship occupies a mooring place, the harbour master may at the risk and expense of the owner of that boat or ship move it from such mooring place. In the event of an accumulation of goods on a jetty, pier, quay or wharf or in a lighter or for any reason which the harbour master deems sufficient, he may request the master of a boat or ship to stop loading operations or to discharge the cargo at a reduced speed.

PART V

Repair and maintenance of boats and ships

33. No external repairs to any boat or ship shall be carried out in the harbour except with the written permission of the harbour master, and then only upon the following conditions:

(a) Before any repairs are commenced the owner or the master concerned shall take all reasonable precautions, including any precautions the harbour master may require, to prevent dirt or other matter from falling into the harbour.

(b) The owner or the master concerned shall also observe all such other conditions as the harbour master may impose in writing.

(c) Should the owner or the master concerned fail to comply with the provisions of this regulation, any permission which may have been granted to effect repairs to a boat or ship as aforesaid may be withdrawn and the work stopped by the harbour master.

34. No internal repairs to any boat or ship shall be carried out in the harbour unless the owner or master has advised the harbour master of the nature and extent of the repairs contemplated and has taken adequate precautions to guard against the risk of fire occurring through or in consequence of the carrying out of the work. If, in the opinion of the harbour master, the precautions taken are not adequate, he may order the work to be stopped until precautions to his satisfaction have been taken.

Fumigation of vessels

35. No master may permit his boat or ship to be fumigated in the harbour unless the harbour master's permission has been obtained and then only upon such conditions as the harbour master may impose.

Sparks, smoke, fumes, etc.

36. (1) The owner or master of a boat or ship in the harbour shall take all necessary precautions to avoid the emission of sparks or excessive smoke or fumes from that boat or ship.

(2) The provisions of subregulation (1) shall not apply to smoke originating from a boat or ship during its starting time or when the apparatus causing the smoke is being repaired and such an emission could not reasonably be prevented.

(3) Niemand mag 'n boot of skip in die hawe gebruik nie tensy dit oor 'n doeltreffende uitlaatknaldemper of geluiddemper beskik wat so funksioneer dat die uitlaatgas van die enjin daardeur uitgelaat word, en wat gebou moet wees om die geluid wat deur sodanige uitlaatgas veroorsaak word, doeltreffend te verminder of te demp.

Masjientoetse op bote en skepe

37. 'n Gesagvoerder van 'n boot of skip mag nie toelaat dat die masjiene van sy boot of skip getoets word wanneer daardie boot of skip langs 'n hawehoof, pier, kaai of werf vasgemeer is of langs 'n ander boot of skip in die hawe aanlê nie, tensy hy die toestemming van die hawemeester verkry het.

Geen boot, skeepstuig, ens., mag op die kaai of elders geplaas word nie

38. Geen boot, spar, anker, kabel, skeepstuig, tenk, vat, wrakstuk, stumateriaal of ander los materiaal mag tydens herstel- of instandhouding van 'n boot of skip of op enige ander tydstip sonder die skriftelike toestemming van die hawemeester en die Departement van Doeane en Aksyns, op 'n hawehoof, pier, kaai, werf of elders in die hawe geplaas of daarvan verwyder word nie. As die hawemeester so beveel, moet die betrokke eienaar enige sodanige artikel van die Departement se eiendom verwyder of dit na 'n plek verskuif wat die hawemeester aanwys en as sodanige eienaar dit nie doen nie, kan dit op die koste van die eienaar verskuif, verwyder of vernietig word.

Sink, sloop en berging van rompe, wrakke, bote en skepe

39. (1) Niemand mag 'n wrak, boot of skip in die hawe sink nie en die eienaar of gesagvoerder van 'n boot of skip wat in die hawe sink of vol water geloop het, moet, as die hawemeester dit vereis, die nodige bergings- of herstelwerk daaraan laat doen of sodanige boot of skip sonder versuim uit die hawe verwyder, anders kan die hawemeester sodanige handeling op die koste en risiko van die eienaar laat doen.

(2) Niemand mag 'n wrak, boot of skip in die hawe sloop of berg nie tensy hy toestemming daartoe van die hawemeester verkry het. Sodanige toestemming kan verleen word onderworpe aan die voorwaardes wat die hawemeester mag goedvind, maar word in geen geval verleen nie tensy—

(i) die applikant sekuriteit in kontant of in 'n ander vorm tot die bevrediging van die Sekretaris, tot die bedrag van die Departement se raming van wat dit sal kos om alle dele van die wrak of boot of skip geheel en al te verwyder, verskaf; en

(ii) dié sekuriteit verskaf word op voorwaarde dat as die applikant nie alle dele van die wrak, boot of skip heeltemal verwyder binne 'n tydperk wat die Sekretaris bepaal wanneer die sekuriteit verskaf word nie, die Departement die reg het om sodanige gedeelte van die gedeponeerde bedrag te behou of van die gewaarborgde bedrag te eis as wat die Departement mag bepaal. Sodanige gedeelte mag egter nie meer wees as wat dit volgens die raming van die Departement sal kos om die gedeelte van die wrak, boot of skip te verwyder wat nie deur die applikant verwyder is nie.

Duikwerk

40. Geen duikers, uitgesonderd dié wat in diens van die Departement is, mag sonder die skriftelike toestemming van die hawemeester in die hawe duikwerk doen nie.

Sleephelling

41. Voordat 'n boot of skip op 'n sleephelling in die hawe toegelaat word, moet die naam en volledige besonderhede van sodanige boot of skip ingeskryf word in 'n

(3) No person shall use a boat or ship in the harbour unless it has an effective exhaust silencer or muffler which operates in such a manner that the exhaust gas of the engine is ejected through it and which shall be so constructed as to reduce or muffle the noise caused by the exhaust gas effectively.

Engine trials on boats and ships

37. A master of a boat or ship shall not without the permission of the harbour master, allow the engines of his boat or ship to be tested when his boat or ship is moored alongside a jetty, pier, quay or wharf or berthed next to some other boat or ship in the harbour.

No boat, ship's gear, etc., to be placed on wharf or elsewhere

38. No boat, spar, anchor, cable, ship's gear, tank, cask, wreckage, dunnage or other loose material may be placed on or removed from a jetty, pier, quay, a wharf or elsewhere in the harbour during the repair or maintenance of a boat or ship or at any other time without the permission in writing of the harbour master and the Department of Customs and Excise. If so ordered by the harbour master, the owner concerned shall remove any such article from the property of the Department or transfer it to a place indicated by the harbour master and if this is not done by such owner, it may be transferred, removed or disposed of at the cost of the owner.

Sinking, break-up and salvage of hulls, wrecks, boats and ships

39. (1) No person shall sink a wreck, boat or ship in the harbour and the owner or master of any boat or ship which sinks or becomes waterlogged in the harbour, shall, if the harbour master so requires, effect the necessary salvage work or repairs thereto or remove such boat or ship without delay from the harbour or the harbour master can effect such action at the risk and expense of the owner.

(2) No person shall break-up or salvage any wreck, boat or ship in the harbour without the permission of the harbour master. Such permission may be granted subject to such conditions as the harbour master may deem fit, but shall in no case be granted unless—

(i) the applicant has provided security, either in cash or in some other form satisfactory to the Secretary, in an amount not exceeding the cost, as estimated by the Department, of removing completely every part of the wreck or boat or ship; and

(ii) it has been made a condition of the provision of such security that, in the event of the applicant's failure to effect the complete removal of every part of the wreck, boat or ship within a period stipulated by the Secretary at the time the security was provided, the Department shall be entitled to retain or, as the case may be, to claim payment of such portion of the amount deposited or otherwise secured as the Department may determine. Such portion shall, however, not be more than the cost, as estimated by the Department, of removing so much of the wreck, boat or ship as has not been removed by the applicant.

Diving work

40. No divers except those in the Department's employ shall operate within the harbour without the harbour master's written permission.

Slipways

41. Before any boat or ship is admitted to a slipway in the harbour the name and full particulars of such boat or ship shall be entered in a book to be kept for

register wat vir dié doel by die hawekantoor gehou moet word, en die eienaar of gesagvoerder van sodanige boot of skip moet 'n ooreenkoms onderteken waarin hy onderneem om die toepaslike gelde uiteengesit in die Bylae te betaal en waarin hy erken dat hy deur die volgende bepalinge gebind is:

(a) As 'n boot of skip weens versuim van die eienaar of gesagvoerder daarvan nie op die vasgestelde dag op 'n sleepstelling geplaas word nie en die sleepstelling vir ander bote of skepe nodig is, verbeur sodanige boot of skip sy beurt soos dit aangetoon is in die register, en die eienaar of gesagvoerder van sodanige boot of skip moet alle koste aan die Departement betaal wat aangegaan is om die sleepstelling vir die ontvangs van die betrokke boot of skip gereed te maak.

(b) Ondanks ander reëlins wat vantevore getref is, kan die hawemeester voorkeur gee aan 'n boot of skip wat beskadig is of lek, of aan 'n boot of skip wat die sleepstelling hoogstens 72 uur sal beset.

(c) Geen boot of skip het die alleenreg op die gebruik van 'n sleepstelling nie, hetsy op sy beurt of op 'n ander tyd. Die beslissing van die hawemeester in alle geskille oor beurte is final.

(d) 'n Boot of skip moet op 'n sleepstelling geplaas word soos gelas deur en onder toesig van die hawemeester en in die teenwoordigheid van die betrokke eienaar of gesagvoerder wat teenwoordig moet wees op die tyd wat vasgestel is vir sy boot of skip om op die sleepstelling gebring te word, en wat daar moet bly totdat sodanige boot of skip op die sleepstelling gebring is.

(e) As die hawemeester verklaar dat 'n boot of skip behoorlik en veilig op die blokke van 'n sleepstelling of die slee van 'n sleepstelling geplaas is, moet die betrokke eienaar of gesagvoerder dadelik seker maak dat sodanige boot of skip behoorlik en veilig op die blokke of slee geplaas is, en daarna word dit beskou dat daardie boot of skip behoorlik en veilig op die sleepstelling geplaas is.

(f) As twee of meer bote of skepe saam van 'n sleepstelling gebruik maak, moet hulle op die sleepstelling bly tot tyd en wyl almal te water gelaat kan word. Geen boot of skip betaal egter vir die gebruik van die sleepstelling vir 'n langer tydperk as wat hy dit werklik nodig het nie, mits die eienaar of gesagvoerder daarvan 24 uur skriftelik aan die hawemeester kennis gegee het dat dit gereed is om van die sleepstelling te vertrek en die hawemeester seker gemaak het dat sodanige kennisgewing in order is.

Die hawemeester kan egter, nadat hy 24 uur skriftelik kennis gegee het, gelas dat 'n boot of skip wat gereed is om van die sleepstelling te vertrek, dadelik van die sleepstelling verwyder moet word, en hy kan ook 'n ander boot of skip toelaat om die sleepstelling te gebruik saam met 'n boot of skip wat reeds daarop is.

(g) Geen boot of skip mag 'n sleepstelling vir 'n langer tydperk as vier dae gebruik nie, uitgesonderd met die magtiging van die hawemeester, en die eienaar of gesagvoerder van 'n boot of skip moet reël dat sodanige oortyd aan herstelwerk gewerk word as wat die hawemeester nodig ag.

(h) 'n Boot of skip wat nie van 'n sleepstelling vertrek nadat die vasgestelde tydperk verstryk het nie kan na skriftelike kennisgewing van 24 uur uitsluitend op die risiko en koste van die betrokke eienaar verwyder word indien die sleepstelling vir 'n ander boot of skip nodig is. As die boot of skip dan nog nie geskik is om te water gelaat te word nie, kan die hawemeester sodanige boot of skip uitsluitend op die risiko en koste van die eienaar daarvan geskik laat maak om te water gelaat te word.

that purpose at the harbour office, and the owner or master of such boat or ship shall sign an agreement acknowledging himself to be bound by the following conditions and undertaking to pay the applicable charges specified in the Schedule:

(a) Should a boat or ship by default of its owner or master not be placed on a slipway on a day duly fixed for that purpose, such boat or ship shall, if the slipway is required for other boats or ships, lose its turn in the order shown in the entry book and the owner or master of such boat or ship shall pay to the Department the expenses which may have been incurred in preparing the slipway for the reception of such boat or ship.

(b) Notwithstanding any previous arrangements to the contrary, the harbour master may give priority to any boat or ship which has been damaged or which is leaking or to any boat or ship which requires a slipway for a period not exceeding 72 hours.

(c) No boat or ship shall have a sole right to the use of any slipway, either in its turn or at any other time. The decision of the harbour master in all cases of dispute as to turn shall be final.

(d) A boat or ship shall be slipped under the direction and supervision of the harbour master and in the presence of the owner or master concerned, who shall be present at the time fixed for his boat or ship to be brought on to the slipway, and who shall remain there until such boat or ship has been brought on to the slipway.

(e) When the harbour master declares a boat or ship to have been properly and safely placed upon the blocks of a slipway or cradle of a slipway, the owner or master concerned shall forthwith satisfy himself that the boat or ship has been properly and safely placed upon the blocks or cradle, whereupon that boat or ship shall be deemed to have been properly and safely brought on to the slipway.

(f) When two or more boats or ships jointly occupy a slipway they shall remain on the slipway until such time as all of them can be launched. No boat or ship shall however be charged for the use of the slipway for periods in excess of actual requirements, provided that the owner or master thereof has given 24 hours' notice in writing to the harbour master of its readiness to leave the slipway and the harbour master is satisfied that such notice is in order.

The harbour master may, however, after having given 24 hours' written notice, order the immediate launching of any or all of such boats or ships as may be ready to leave the slipway and may also admit any other boat or ship to use the slipway jointly with any boat or ship which already occupies the slipway.

(g) No boat or ship may occupy a slipway for a period in excess of four days except by the authority of the harbour master, and the owner or master of a boat or ship shall arrange that such overtime for repairs as may be considered necessary by the harbour master be worked.

(h) A boat or ship which fails to leave the slipway on the expiration of the fixed period may, if the slipway is required by some other boat or ship, be removed at the sole risk and expense of the owner concerned after 24 hours' written notice has been given. If the boat or ship is then not ready for launching, the harbour master may cause such boat or ship to be made ready for launching at the sole risk and expense of its owner.

(i) Die eienaar of gesagvoerder van 'n boot of skip wat 'n sleepstelling gebruik, moet die hawemeester 24 uur skriftelik kennis gee dat sy boot of skip gereed is om van die sleepstelling te vertrek.

(j) Die stutte waarop 'n boot of skip rus onderwyl dit op 'n sleepstelling is, mag nie verwyder of verskuif word nie behalwe op las van die hawemeester.

(k) Die eienaar van 'n boot of skip op 'n sleepstelling moet betaal vir alle arbeid wat die Departement verskaf vir die verskuiwing van stutte of blokke, of vir ander doeleindes in verband met die boot of skip nadat dit op die blokke geplaas of gestut is.

(l) Geen water, olie of afval mag uit 'n boot of skip gelos word onderwyl dit op 'n sleepstelling is nie, behalwe met die skriftelike toestemming van die hawemeester, en dan slegs op die voorwaardes wat hy bepaal.

(m) Die eienaar of gesagvoerder van 'n boot of skip moet die sleepstelling skoonmaak voordat sy boot of skip weer te water gelaat word.

DEEL VI

GESONDHEID, AANSTOOTLIKE VRAG, BESOEDELING, BRAND IN DIE HAWE EN RIOOLAFVAL

Rioolafval

42. Tensy die hawemeester anders gelas, moet alle spoelklosette en latrines van 'n boot of skip gesluit wees gedurende die tydperk wat sodanige boot of skip in die hawe lê en geen menslike uitskeiding mag in die water in die hawe gestort word nie.

Verwydering van bote en skepe met hinderlike of gevaarlike goedere aan boord

43. Die hawemeester kan gelas dat 'n boot of skip uit die hawe verwyder word as dit vrag of ander goedere aan boord het wat hinderlik of gevaarlik is of kan wees, en daar moet oor sodanige vrag of goedere beskik word ooreenkomstig sy bevele en uitsluitende op die risiko en koste van die eienaar van sodanige boot of skip.

Hinderlike of gevaarlike goedere

44. As hinderlike of gevaarlike vrag of goedere op 'n hawehoof, pier, kaai of werf of ander plek binne die hawe geplaas word of is, kan die hawemeester in ooreenstemming met die Departement van Doane en Aksyns gelas dat dit verwyder word, en indien die eienaar of 'n ander persoon wat geregtig is om sodanige goedere te ontvang dit nie binne twee ure verwyder nie, of indien die eienaar of persoon wat geregtig is om goedere te ontvang nie gevind kan word nie, kan sodanige goedere op die koste van die eienaar of ander betrokke persoon en sonder enige aanspreeklikheid van die kant van die Departement om die eienaar te vergoed, verwyder en vernietig word.

Storting in die hawe

45. (1) Niemand mag klippe, gruis, ballas, karkasse, vrag, as, bottels, mandjies, afval, aanstootlike of onwettigende materiaal of enige artikel of materiaal van watter aard ook al, in die hawe of op die strand of vloedstrand van die hawe stort of weggooi of laat stort of weggooi nie.

(2) Artikels wat in die water in die hawe val of gegooi word en wat moontlik 'n gevaar, belemmering of hindernis kan wees as dit nie uitgehaal word nie, moet onmiddellik deur die persoon wat vir die val of gooi daarvan in die water verantwoordelik is, uitgehaal word indien dit redelikerwys moontlik is, anders kan die Departement dit op die persoon se risiko en koste uitgehaal as dit doenlik is.

(i) Any owner or master of a boat or ship using a slipway shall give 24 hours' notice in writing to the harbour master of his boat's or ship's readiness to leave the slipway.

(j) The shores upon which a boat or ship rests while it is on a slipway shall not be removed or moved except by order of the harbour master.

(k) The owner of a boat or ship on a slipway shall pay for all labour supplied by the Department for moving shores or blocks or for other purposes in connection with the boat or ship after it has been placed on blocks or shored.

(l) No water, oil or refuse may be discharged from a boat or ship while it is on a slipway except by written permission of the harbour master, and then only on such conditions as he may impose.

(m) The owner or master of a boat or ship shall, prior to the launching of his boat or ship, cause the slipway to be cleaned.

PART VI

HEALTH, OBJECTIONABLE CARGO, POLLUTION AND FIRE IN THE HARBOUR AND SEWAGE WASTE

Sewage waste

42. Unless the harbour master otherwise orders, all waterclosets and latrines of a boat or ship shall be closed during the period such boat or ship lies in the harbour and no human excretion may be deposited into the water in the harbour.

Removal of boats and ships with offensive or dangerous goods aboard

43. The harbour master may order that a boat or ship be removed from the harbour if it has on board any cargo or goods which are or may be offensive or dangerous and such cargo or goods shall be disposed of in accordance with his directions and exclusively at the risk and expense of the owner of such boat or ship.

Offensive or dangerous goods

44. If offensive or dangerous cargo or goods are placed or left on a jetty, pier, quay or wharf or other place within the harbour, the harbour master may, in consultation with the Department of Customs and Excise order the removal thereof, and if the owner or other person who is entitled to receive such goods does not remove them within two hours or if the owner or the person who is entitled to receive the goods cannot be found, such goods may be removed or destroyed at the expense of the owner or other person concerned and without any liability on the Department to compensate the owner.

Dumping in the harbour

45. (1) No person shall throw or deposit or cause to be thrown or deposited in the harbour or on the shore or foreshore of the harbour, any stones, gravel, ballast, carcasses, cargo, ash, bottles, baskets, refuse, offensive or malodorous matter or any article or material of any nature whatever.

(2) Articles dropped or thrown into the water in the harbour which are liable to cause danger, obstruction or nuisance if not recovered, shall be recovered immediately by the person who was responsible for the dropping or throwing thereof into the water, if it is reasonable possible to do so, failing which the Department may, if practicable, recover them at such person's risk and expense.

(3) Niemand mag verf in die hawe mors of olie in die water van die hawe los of laat uitlek of toelaat dat dit daarin gelos word of uitlek nie.

(4) As olie, vlambare vloeistof of water uit 'n vuil olietank of ruim wat olie of vlambare vloeistof bevat het, uit 'n boot of skip in die water van die hawe gelos of toegelaat word om in die water van die hawe uit te lek, word daar vermoed, totdat die teendeel bewys word, dat die gesagvoerder van sodanige boot of skip dit toegelaat het en hy begaan dus 'n misdryf. Daarbenewens is sodanige gesagvoerder aanspreeklik vir alle koste wat die Departement mag aangaan om sodanige olie, vlambare vloeistof of besoedelde water te verwyder.

(5) As 'n handeling wat ingevolge hierdie regulasie 'n misdryf uitmaak, tot gevolg het dat 'n aanlêplek in die hawe versper raak, moet die eienaar van die boot of skip wat vir die versperring verantwoordelik is, dit onmiddellik op sy koste laat verwyder, anders kan die Departement die versperring op die koste van sodanige eienaar verwyder.

Brand

46. As daar 'n brand op 'n boot of skip in die hawe ontstaan, moet die eienaar of gesagvoerder daarvan onmiddellik die hawemeester van die brand verwittig. Die bemanning van sodanige boot of skip moet onmiddellik alle moontlike stappe doen om die brand te blus en aangrensende eiendom te beskerm en moet alle verdere hulp verleen wat die hawemeester mag vereis.

DEEL VII

BESOEKERS, VOERTUIG EN GEBRUIK VAN DIENSTE IN DIE HAWE, EN ALGEMENE VERBODSBEPALINGS

Toegang tot hawe

47. (1) Alle persone mag die hawe net deur die haweingange of -uitgange binnegaan of verlaat wat vir dié doel verskaf is, en onderwyl hulle in die hawe is, is hulle onderworpe aan die bepalings van hierdie regulasies en aan alle bevele van die hawemeester kragtens sy bevoegdhede ingevolge die regulasies.

(2) Waar gelde in die Bylae vir toegang tot enige gespesifiseerde gedeelte van die hawe voorgeskryf is, mag niemand sodanige gedeelte van die hawe betree of daar toegelaat word nie, behalwe kragtens 'n permit deur die hawemeester uitgereik en teen betaling van die gelde voorgeskryf in die Bylae.

Sluit van paaie, kaaie, ens.

48. (1) Die hawemeester kan, of mondeling of by skriftelike kennisgewing toegang deur die publiek of 'n lid van die publiek of enige voertuig tot enige deel van die hawe of werke geleë binne die hawe verbied, of sodanige toegang beperk, onderworpe aan die voorwaardes wat hy mag bepaal.

(2) Niemand mag sonder magtiging van die hawemeester—

(a) 'n gedeelte van die hawe wat vir die publiek gesluit is, 'n plek waar daar gebou word of 'n gedeelte van die hawe wat herstel word, binnegaan of daar bly nie; of

(b) op skeepsvrag, goedere, 'n gebou, hyskraan of ander struktuur of toestel binne die hawe klim nie.

Verwydering van plantegroei en materiaal

49. Niemand mag sonder magtiging van die hawemeester, hout, plantegroei of gewasse op grond binne die hawe kap of sny of daarvan verwyder nie, of sand, klip, ballas of spoelgruis uit die hawe verwyder nie.

(3) No person shall spill paint in the harbour or discharge or permit oil to be discharged or to leak or permit it to be leaked into the water in the harbour.

(4) If oil, flammable liquid or water from an uncleaned oil-tank or hold which has contained oil or flammable liquid is discharged or allowed to escape into the water in the harbour from a boat or ship, it shall be presumed until the contrary is proven that it was permitted by the master of a boat or ship who shall then be guilty of an offence. In addition, such master shall be liable for all expenses incurred by the Department to remove such oil, flammable liquid or polluted water.

(5) If any act which constitutes a contravention in terms of this regulation results in the obstruction of any berth in the harbour, the owner of the boat or ship which is responsible for the obstruction shall forthwith cause the obstruction to be removed at his expense, failing which the Department may remove the obstruction at the owner's expense.

Fire

46. In the event of a fire breaking out on a boat or ship in the harbour, the owner or master thereof shall notify the harbour master immediately of the fire. The crew of such boat or ship shall without delay take all possible steps to extinguish the fire and to protect adjoining property, and shall render such further assistance as may be required by the harbour master.

PART VII

VISITORS, VEHICLES AND USE OF SERVICES IN THE HARBOUR AND GENERAL PROHIBITORY PROVISIONS

Admission to harbour

47. (1) All persons shall enter or leave the harbour only through the harbour entrances or exits provided for this purpose, and while they are within the harbour, they shall be subject to the provisions of these regulations and all orders of the harbour master in terms of his powers under these regulations.

(2) Where a fee for admission to any specified portion of the harbour is prescribed in the Schedule no person shall enter or be admitted to such portion of the harbour except under a permit issued by the harbour master and upon payment of the fee prescribed in the Schedule.

Closure of roads, quays, etc.

48. (1) The harbour master may, either orally or by notice in writing, prohibit access by the public or any member of the public or any vehicle to any portion of the harbour or works situated within the harbour, or restrict such access, subject to the conditions which he may impose.

(2) No person shall without the authority of the harbour master—

(a) enter or remain upon any portion of the harbour closed to the public, or on any work under construction or on any portion of the harbour which is under repair; or

(b) climb upon any cargo, goods, building, crane or any other structure or appliance within the harbour.

Removal of vegetation and material

49. No person shall, without the authority of the harbour master, cut or remove any timber, wood, vegetation or growth from any land within the harbour, or remove any sand, stone, ballast or shingle from the harbour.

Kennisgewings

50. Niemand mag 'n advertensie, plakkaat, kennisgewing of teken op grond, of op, aan of teen 'n gebou of struktuur wat onder beheer van die Departement is, vertoon of laat vertoon, of literatuur binne die hawe versprei of laat versprei sonder magtiging van die Departement nie, en niemand mag 'n advertensie, plakkaat, kennisgewing of teken binne die hawe ontsier of beskadig of laat ontsier of beskadig nie.

Besetting van terreine

51. Niemand mag enige staatsgrond in die hawe vir sy eie goeieindes as stoorruimte okkupeer nie, behalwe kragtens 'n permit deur die hawemeester uitgereik en teen betaling van die gelde in die Bylae voorgeskryf.

Gebruik van vars water

52. (1) Niemand mag daagliks meer as 20 liter vars water wat in die hawe verskaf word, gebruik nie, behalwe kragtens 'n permit deur die hawemeester uitgereik en teen betaling van die gelde in die Bylae voorgeskryf.

(2) Niemand mag die vars water wat deur die Departement by die waterinstallasie in die hawe verskaf word, mors of toelaat dat dit gemors word nie.

Hengel

53. Niemand mag vanaf enige hawehoof, pier, kaai, werf, breekwater, muur of ander werke van die hawe vis vang nie, behalwe kragtens 'n permit deur die hawemeester uitgereik en teen betaling van die gelde in die Bylae voorgeskryf en op die plek deur die hawemeester aangedui.

Skoonmaak van vis

54. Niemand mag enige vis in die hawe skoonmaak nie, behalwe kragtens 'n permit deur die hawemeester uitgereik en teen betaling van die gelde in die Bylae voorgeskryf en op die plek deur die hawemeester aangedui. Elkeen wat vis op so 'n skoonmaakplek skoonmaak, moet alle visafval verwyder en die plek tot die bevrediging van die hawemeester skoonmaak.

Begrawings

55. Geen lyke of karkasse mag binne die hawe begrawe word nie.

Diere

56. Alle honde, reptiele of wilde diere wat op vrye voet op die Departement se persele binne die hawe gevind word, kan deur die hawemeester uit die hawe verwyder word. Dié wat aan boord van 'n boot of skip is, moet behoorlik deur die gesagvoerder in bewaring gehou word.

Vure

57. Niemand mag pik, teer, hars, terpentyn, olie of ander vlambare stowwe aan wal binne die hawe kook of verhit, of 'n vuur aansteek op 'n hawehoof, pier, kaai of werf of op 'n ander plek waar vure deur middel van "VURE VERBODE"-kennisgewingborde deur die hawemeester aangebring, verbied word nie, behalwe met die skriftelike toestemming van die hawemeester en dan slegs onderworpe aan die voorwaardes wat hy mag bepaal.

Rook

58. Niemand mag rook of in besit wees nie van 'n brandende pyp, sigaar of sigaret in 'n loods, pakhuis of magasyn of binne 'n gebied in die hawe waar rook verbied word deur "ROOK VERBODE"-kennisgewings deur die hawemeester aangebring.

Notices

50. No person shall exhibit or cause to be exhibited any advertisement, placard, notice or sign on any land, or on or against any building or structure under control of the Department or distribute or cause to be distributed any literature within the harbour without the authority of the Department and no person shall deface, damage or cause to be defaced or damaged any advertisement, placard, notice or sign within the harbour.

Occupation of ground

51. No person shall occupy any State land within the harbour for his own purposes as storage space except under a permit issued by the harbour master and upon payment of the fee prescribed in the Schedule.

Use of fresh water

52. (1) No person shall use daily more than 20 litres of fresh water provided in the harbour, except under a permit issued by the harbour master and upon payment of the fee prescribed in the Schedule.

(2) No person shall waste or cause to be wasted the fresh water provided by the Department at the water installation in the harbour.

Fishing

53. No person shall fish from any jetty, pier, quay, wharf, breakwater, wall or other works of the harbour, except under a permit issued by the harbour master and upon payment of the fee prescribed in the Schedule and at the place indicated by the harbour master.

Cleaning of fish

54. No person shall clean any fish in the harbour except under a permit issued by the harbour master and upon payment of the fee prescribed in the Schedule and at the place indicated by the harbour master. Any person who cleans fish at any such cleansing place shall remove all fish offal and shall clean the place to the harbour master's satisfaction.

Burials

55. No dead bodies or carcasses shall be buried within the harbour.

Animals

56. All dogs, reptiles or wild animals found at large on the Department's premises in the harbour may be removed from the harbour by the harbour master. Those on board of any boat or ship shall be properly secured by the master.

Fires

57. No person shall boil or heat pitch, tar, resin, turpentine, oil or other flammable matter on shore within the harbour, or light any fire upon any jetty, pier, quay, wharf or at any other place where the lighting of fires is prohibited by "FIRES PROHIBITED" notices erected by the harbour master, except with the written authority of the harbour master and then only subject to the conditions he may impose.

Smoke

58. No person shall smoke or have in his possession any lighted pipe, cigar or cigarette in any shed, warehouse or store or within an area in the harbour where smoking is prohibited by "SMOKING PROHIBITED" notices erected by the harbour master.

Baai

59. Niemand mag in die hawe baai nie behalwe op plekke aangedui deur kennisgewingborde waar baai deur die hawemeester toegelaat word, of by erkende baai-strande onder beheer van 'n plaaslike bestuur.

Veerdienste binne die hawe

60. Niemand mag enig boot of skip binne-in die hawe vir die vervoer van passasiers, pos of goedere of vir die karwei van toue na ander bote of skepe gebruik nie, behalwe kragtens 'n permit deur die hawemeester uitgereik en teen betaling van die gelde in die Bylae voorgeskryf.

Elektrisiteits- en hyskraangelde

61. Niemand mag enige hyskraan of soutwaterpomp van die Departement, of enige elektriese krag verskaf by die installasies van die Departement in die hawe gebruik nie, behalwe keragtens 'n permit deur die hawemeester uitgereik en teen betaling van die gelde in die Bylae voorgeskryf.

Voertuie

62. (1) Niemand mag enige voertuig in die hawe inbring nie, behalwe kragtens 'n permit deur die hawemeester uitgereik en teen betaling van die gelde in die Bylae voorgeskryf.

(2) Geen voertuig mag binne die hawe gelaat word nie behalwe met die toestemming van die hawemeester en onderworpe aan die voorwaardes wat hy mag bepaal.

(3) Die persoon in beheer van 'n voertuig binne die hawe moet die voertuig verskuif wanneer die hawemeester of 'n ander gemagtigde beampte van die Departement dit vereis.

Snelheidspers

63. (1) Niemand mag 'n voertuig binne die hawe-bestuur—

(a) teen 'n hoër snelheid as 30-km/h nie, of, indien 'n laer snelheid as 30 km/h in of op kennisgewings of tekens aangedui word as die maksimum snelheid waarteen voertuie op 'n bepaalde pad of deurgang binne sodanige gebied bestuur mag word, 'n voertuig op sodanige pad of deurgang teen 'n hoër snelheid as die aldus aangeduide maksimum snelheid bestuur nie;

(b) onderwyl hy onder die invloed van sterk drank of dwelmmiddels wat 'n narkotiese uitwerking het, is nie, en die bepaling van artikel 140 van die Ordonnansie op Padverkeer van die Provinsie die Kaap die Goeie Hoop, 1966 (Ordonnansie 21 van 1966), is *mutatis mutandis* van toepassing op enige pad binne die hawe;

(c) op 'n gevaarlike, roekelose of nalatige wyse nie;

(d) bestuur tensy dit oor 'n doeltreffende uitlaatknaldemper of geluidtemper beskik wat so funksioneer dat die uitlaatgas van die enjin daardeur uitge-laai word en wat gebou moet wees om die geluid wat deur sodanige uitlaatgas veroorsaak word, doeltreffend te verminder of te demp.

(2) Die bestuurder, drywer of persoon in beheer van 'n voertuig of 'n dier binne die hawe, moet alle aanwysings en tekens wat binne die hawe aangebring is en daarin vertoon word in verband met die beheer en reëling van die verkeer in die hawe, in ag neem en dit nakom.

(3) Die drywer of persoon in beheer van 'n dier of 'n voertuig wat deur diere getrek word, mag sodanige dier of voertuig nie binne die hawe alleen laat nie.

Bathing

59. No person shall bathe within the harbour except at places indicated by notice boards where bathing is permitted by the harbour master or at recognised bathing beaches under the control of a local authority.

Ferry services in the harbour

60. No person shall use any boat or ship within the harbour for the conveyance of passengers, mail, goods or the transport of ropes to other boats and ships except under a permit issued by the harbour master and upon payment of the fee prescribed in the Schedule.

Electricity and crane fees

61. No person shall use any crane or salt-water pump of the Department or electric power provided at the installations of the Department in the harbour, except under a permit issued by the harbour master and upon payment of the fee prescribed in the Schedule.

Vehicles

62. (1) No person shall bring any vehicle into the harbour, except under a permit issued by the harbour master and upon payment of the fees prescribed in the Schedule.

(2) No vehicle shall be left in the harbour except with the permission of the harbour master and subject to the conditions he may impose.

(3) The person in charge of a vehicle within the harbour shall move his vehicle when required to do so by the harbour master or any other authorised officer of the Department.

Speed limit

63. (1) No person shall drive any vehicle within the harbour—

(a) at a speed exceeding 30 km/h, or, if a lower speed than 30 km/h is indicated by notices or signs as the maximum speed at which vehicles may be driven on any particular road or thoroughfare within such area, drive any vehicle upon such road or thoroughfare at a speed exceeding the maximum speed so indicated;

(b) while he is under the influence of intoxicating liquor or drugs which has or have a narcotic effect, and the provisions of section 140 of the Road Traffic Ordinance of the Province of the Cape of Good Hope, 1966 (Ordinance 21 of 1966), shall *mutatis mutandis* be applicable to any road within the harbour;

(c) in a dangerous, reckless or negligent manner; or

(d) unless it is fitted with an effective exhaust silencer or muffler which operates in such a manner that the exhaust gas of the engine is ejected through it and which shall be so constructed as to reduce or muffle the noise caused by the exhaust gas effectively.

(2) The driver or person in charge of any vehicle or animal within the harbour shall observe and comply with all directions in notices or signs which have been put up and are displayed in the harbour in regard to the regulation and control of traffic in the harbour.

(3) The driver or person in charge of an animal or an animal-drawn vehicle shall not leave such animal or vehicle unattended within the harbour.

Taxidiens

64. (1) Waar die hawemeester dit raadsaam ag, kan hy op aansoek en onderworpe aan sodanige voorwaardes as wat hy mag bepaal, skriftelik toestemming gee aan die eienaar, bestuurder of persoon in beheer van 'n passasiersvoertuig om die hawe binne te gaan en om die voertuig te huur aan te bied. Die verlening of weiering van sodanige toestemming berus uitsluitend by die hawemeester, en toestemming wat reeds gegee is, kan ingetrek word sonder dat redes daarvoor verstrek word.

(2) Niemand, het sy toestemming aan hom verleen is om die hawe binne te gaan al dan nie, mag binne die hawe klante vir 'n voertuig werf nie, en niemand mag 'n voertuig binne die hawe bestuur of toelaat dat 'n voertuig daar bestuur word op soek na klante nie. Die eienaar, bestuurder of persoon in beheer van 'n voertuig, wat skriftelike toestemming van die hawemeester verkry het om sy voertuig te huur aan te bied, moet sy voertuig op 'n plek parkeer wat behoorlik vir dié doel aangewys is en daar op klante wag.

Sterk drank en dwelmmiddels

65. Niemand mag sterk drank of dwelmmiddels verskaf of deur middel van 'n boot of skip vervoer en aflewer aan 'n lid van die bemanning of 'n persoon aan boord van 'n boot of skip wat in die hawe voor anker lê op vasmeeer is nie. Met dien verstande dat hierdie verbod nie van toepassing is op die lewering van sterk drank wat met die goedkeuring van die gesagvoerder van 'n boot of skip gekoop is van 'n persoon wat behoorlik gelisensieer is om sterk drank te verkoop, of op sterk drank wat ingevolge die Doeane- en Akwynswet, 1961 (Wet 91 van 1961) uit die doeane- en aksynspakhuis geneem word vir skeepsvoorraad nie.

Bevele moet gehoorsaam word

66. Elke persoon, in of op die water of grondgebied van die hawe, hetsy sodanige persoon daarin of daarop in diens is al dan nie, moet die bevele van die hawemeester of 'n ander beampte van die Departement wat behoorlik daartoe gemagtig is deur die hawemeester ingevolge die regulasies gehoorsaam en moet, as hy gelas word om dit te doen, die hawe onmiddellik verlaat. Vir die doeleindes van hierdie regulasie beteken grondgebied van die hawe ook 'n hawehoof, pier, werf, kaai, oop stuk grond, gebou, struktuur of toestel wat in verband met die bedryf van die hawe gebruik word of sodanige hawehoof, pier, kaai, werf, oop stuk grond, gebou, struktuur of toestel binne 'n gedeelte van die hawe wat kragtens die bepalings van artikel 2 (1) van die Saldanhabaai-hawe-aanlegwet, 1973 (Wet 29 van 1973), aan 'n regpersoon toegewys is.

Skeepsagente, stuwadore, smouse of ander besighede

67. Niemand mag in die hawe smous of besigheid dryf, stuwadoordienste lewer of as 'n skeepsgagent optree nie, behalwe kragtens 'n permit deur die hawemeester uitgereik en teen betaling van die gelde in die Bylae voorgeskrif.

Algemene verbodsbepalings

68. Niemand binne die hawe mag—

(a) aan die hawemeester of 'n ander beampte van die Departement wat op diens is 'n valse naam of adres verstrek nie;

(b) in 'n toestand van dronkenskap verkeer of hom op 'n gewelddadige of aanstootlike wyse tot las van ander gedra nie;

(c) opsetlik of op nalatige wyse iets doen waardeur persone moontlik beseer of eiendom beskadig kan word nie;

Taxi services

64. (1) If the harbour master considers it advisable, he may on request and subject to such conditions as he may impose, give written permission to the owner, driver or person in charge of a passenger vehicle to enter the harbour and to offer the vehicle for hire. The granting or refusal of such permission shall be entirely in the discretion of the harbour master and any such permission already granted may be withdrawn without assignment of reasons.

(2) No person, whether or not he has been granted permission to enter the harbour, shall within the harbour tout for custom in respect of any vehicle, and no person shall drive or permit any vehicle to be driven within the harbour in search of clients. The owner, driver or person in charge of a vehicle who has obtained written permission from the harbour master to offer his vehicle for hire shall park his vehicle at a place duly allocated for the purpose and wait there for clients.

Intoxicating liquor and drugs

65. No person may supply or transport or deliver by boat or ship intoxicating liquor or drugs to a member of the crew or a person on board of a boat or ship anchored or moored in the harbour: Provided that this regulation shall not apply to the supply of intoxicating liquor bought with the approval of the master of a boat or ship from a person properly licensed to sell intoxicating liquor or to intoxicating liquor taken from a customs or duty warehouse as ship's stock in terms of the Customs and Excise Act, 1961 (Act 91 of 1961).

Orders to be obeyed

66. Any person in or upon the water or land area of the harbour, whether such person is on duty thereon or therein or not, shall obey the orders of the harbour master or other officer of the Department duly authorised thereto by the harbour master in terms of these regulations and shall, if so ordered by the harbour master, leave the harbour immediately. For the purposes of this regulation land area of the harbour shall also mean a jetty, pier, quay, wharf, vacant piece of land, building, works or appliance used in connection with the operation of the harbour or such jetty, pier, quay, wharf, vacant piece of land, building, works or appliance within a part of the harbour which has been assigned in terms of section 2 (1) of the Saldanha Bay Harbour Construction Act, 1973 (Act 29 of 1973), to a juristic person.

Ships' agents, stevedores, hawkers or other businesses

67. No person shall within the harbour engage in hawking, carry on a business, provide stevedoring services or act as a ship's agent, except in terms of a permit issued by the harbour master and upon payment of the fee prescribed in the Schedule.

General prohibitory provisions

68. No person within the harbour shall—

(a) give a false name or address to the harbour master or any other officer of the Department on duty;

(b) be in a state of intoxication or behave in a violent or offensive manner to the annoyance of others;

(c) do something wilfully or in a negligent manner so as to cause possible injury to other persons or damage to property;

(d) 'n onfatsoenlike daad pleeg, of godslasterlike, vuil, onbetaamlike, beledigende of onbehoorlike taal besig nie;

(e) 'n godslasterlike, vuil, onbetaamlike of beledigende woord, saak, voorstelling of afbeelding op 'n perseel of struktuur binne die hawe skryf, teken of aanbring nie;

(f) 'n kennisgewigbord of dokument verwyder wat op las van die Departement of die hawemeester opgerig is of vertoon word, of die bewoording onleesbaar maak op sodanige bord of ander kennisgewing wat behoorlik vir vertoon gemagtig is nie;

(g) die vrye gebruik van 'n hawehoof, pier, kaai, werf of vloedstrand of die toegange daartoe belemmer of iets doen wat dit moontlik kan belemmer nie; en

(h) die hawemeester of 'n ander beamppte van die Departement in die uitvoering van sy pligte hinder nie.

DEEL VIII

STRAFBEPALINGS

69. Enigiemand wat—

(a) enige bepaling van hierdie regulasies oortree of wat versuim om daaraan te voldoen;

(b) in gebreke bly om te voldoen aan enige voorwaarde waarop 'n permit uitgereik of hernuwe is; of

(c) versuim om aan enige versoek, opdrag of lasgewing van die hawemeester of 'n ander beamppte van die Departement ingevolge hierdie regulasies te voldoen;

begaan 'n misdryf en is by skuldigbevinding strafbaar met 'n boete van hoogstens vyfhonderd rand (R500) of gevangenisstraf vir 'n tydperk van hoogstens ses (6) maande, of in die geval van 'n tweede of latere skuldigbevinding, met sowel sodanige boete as sodanige gevangenisstraf.

BYLAE

GELDE BETAALBAAR TEN OPSIGTE VAN DIE GEBRUIK VAN DIE HAWE

1. Onderstaande gelde is betaalbaar vir permitte vir die gebruik van sleepbellings:

	<i>Eerste 24 uur of gedeelte daarvan op hoof- en sysleephelling</i>
(1) (a) Vir elke vissersboot of 'n boot of skip in diens van die Suid-Afrikaanse Spoorweg Administrasie	R1,20 per meter lengte tot 30 meter plus R2,40 per meter lengte langer as 30 meter.
(b) Vir 'n Suid-Afrikaanse geregistreerde handelskip of ander boot insluitend 'n plesierboot	R1,60 per meter lengte tot 30 meter plus R3,20 per meter lengte langer as 30 meter.
(c) Vir 'n vreemde boot of skip	R2,40 per meter lengte tot 30 meter plus R4,80 per meter lengte langer as 30 meter.

(2) Vir elke 24 uur of gedeelte daarvan na die eerste 24 uur is 75 persent van bostaande gelde op die hoofsleephelling en 50 persent daarvan op die sysleepbellings, betaalbaar.

(3) *Kielgelde*.—Die volgende kielgelde is betaalbaar deur alle bote en skepe met 'n staafstaal kiel wat van 'n sleephelling gebruik maak:

R0,20 per meter lengte tot 20 meter plus R0,40 per meter lengte langer as 20 meter.

2. Bogenoemde gelde—

(a) is betaalbaar op die geregistreerde lengte van bote, skepe en vissersbote en word bereken vanaf die tyd waarop 'n sleephelling 'n boot, skip of vissersboot neem tot die tyd waarop dit die sleephelling verlaat;

(d) commit an indecent act or use blasphemous, filthy, indecent, insulting or improper language;

(e) write, draw or affix any blasphemous, indecent or insulting word, matter, representation or character on any premises or structure in the harbour;

(f) remove any notice-board or document set up or displayed by order of the Department or the harbour master or deface the writing on any such board or other notice duly authorised for exhibition;

(g) obstruct or do anything likely to obstruct the free use of any jetty, pier, quay, wharf or foreshore or the approaches thereto; and

(h) interfere with or hinder the harbour master or any other officer of the Department in the execution of his duties.

PART VIII

PENALTIES

69. Anybody who—

(a) contravenes or fails to comply with any provision of these regulations;

(b) fails to comply with any condition subject to which a permit has been issued or renewed; or

(c) fails to comply with any request, instruction or order of the harbour master or other officer of the Department in terms of these regulations;

shall be guilty of an offence and liable on conviction to a fine not exceeding five hundred rand (R500) or to imprisonment for a period not exceeding six (6) months, or in the case of a second or subsequent conviction, to both such fine and such imprisonment.

SCHEDULE

FEES PAYABLE IN RESPECT OF THE USE OF THE HARBOUR

1. The following fees are payable for permits for the use of slipways:

	<i>First 24 hours or part thereof on main and sideslipways</i>
(1) (a) For each fishing boat or a boat or ship in the service of the South African Railways Administration	R1,20 per metre length up to 30 metre plus R2,40 per metre length exceeding 30 metre.
(b) For a South African registered commercial ship or other boat including a pleasure boat	R1,60 per metre length up to 30 metre plus R3,20 per metre length exceeding 30 metre.
(c) For a foreign boat or ship	R2,40 per metre length up to 30 metre plus R4,80 per metre length exceeding 30 metre.

(2) For each 24 hours or part thereof succeeding the first 24 hours, 75 per cent of the above fees are payable on the main slipway and 50 per cent thereof on the sideslipways.

(3) The following keel fees are payable by all boats and ships with a steelbar keel making use of a slipway:

R0,20 per metre length up to 20 metre plus R0,40 per metre length exceeding 20 metre.

2. The above-mentioned fees—

(a) are calculated from the time the slipway takes the boat, ship or fishing boat until the time it leaves the slipway;

(b) sluit in die opneem en aflaaf van bote, skepe en vissersbote gedurende normale diensure;

(c) is betaalbaar vir elke aaneenlopende tydperk van 24 uur of gedeelte daarvan, met inbegrip van Sondae en openbare vakansiedae, waartydens sleepellings beset word, maar vir elke boot, skip of vissersboot wat op Sondae, openbare vakansiedae of buite normale diensure opgeneem of afgelaat word, is die volgende gelde, benewens die betaalbaar ingevolge items (1), (2) en (3) van paragraaf 1 betaalbaar:

Per opneem of aflaaf van—

vissersbote: R20;

ander bote of skepe: R40.

3. Onderstaande gelde is betaalbaar vir permitte vir die gebruik van hyskrane:

Per uur of gedeelte daarvan gedurende normale diensure: R4.

Per uur of gedeelte daarvan buite normale diensure: R8.

4. Onderstaande gelde is betaalbaar vir die gebruik van elektriese krag:

*Vir elke ses uur
of gedeelte
daarvan*

	item	R
(a) Vir 220-volt-eenfas-aansluitings—per		0,50
van handgereedskap		
(b) Vir 380-volt-driefase-aansluitings—per	aan-	1,00
sluiting		

*Vir elke ses uur
of gedeelte
daarvan*

	R
Plus—per masjien.....	1,00

5. Onderstaande gelde is betaalbaar vir permitte vir die gebruik van vars water:

Vir elke kiloliter of gedeelte daarvan: R0,17.

Plus—per aansluiting groter as 25 mm vir elke kiloliter: R0,15.

6. Onderstaande gelde is betaalbaar vir permitte vir die gebruik van soutwaterpompe:

Per aansluiting per uur of gedeelte daarvan: R3.

7. Onderstaande gelde is betaalbaar vir permitte vir die vang van vis vanaf enige hawehoof, pier, kaai, werf, breekwater, muur of ander hawewerke onder beheer van die hawemeester:

Per dag of gedeelte daarvan: R0,10.

Per maand: R1.

Per drie maande: R2.

8. Onderstaande gelde is betaalbaar vir permitte vir die toelating van voertuie tot die hawe:

	<i>Per toe- lating</i>	<i>Per week</i>	<i>Per maand</i>
Vir elke voertuig:	R	R	R
(a) Motorkarre en motorfiets.....	0,05	0,20	0,50
(b) Vragmotors, passasiersbusse, enige ander voertuie en voertuie deur diere getrek	0,10	0,40	1,00
(c) Motorkarre met sleepwaens.....	0,10	0,40	1,00
(d) Vragmotors met sleepwaens.....	0,20	0,80	2,00

Vrystellings

Enige voertuig wat gebruik word in verband met konstruksie- of instandhoudingswerk aan enige hawehoof, pier, kaai, werf, breekwater, muur of ander hawewerke in die hawe is vrygestel van die betaling van toelatingsgelde ingevolge hierdie paragraaf.

(b) include the slipping and unslipping of boats, ships and fishing boats during normal office hours; and

(c) are payable for each continuous period of 24 hours or part thereof, including Sundays and public holidays, during which the slipway or sideslip is occupied, but for each boat, ship or fishing boat slipped or unslipped on Sundays, public holidays or outside normal office hours the following fees are payable in addition to those payable in terms of items (1), (2) and (3) of paragraph 1:

Per slipping or unslipping of—

fishing boats: R20;

boats and ships: R40.

3. The following fees are payable for permits for the use of cranes:

Per hour or part thereof during normal office hours: R4.

Per hour or part thereof after normal office hours: R8.

4. The following fees are payable for the use of electric power:

*For every six hours
or part thereof*

	R
(a) For 220 volt single phase connections—per item of hand tools	0,50
(b) For 380 volt three phase connections—per connection	1,00

*For every six hours
or part thereof*

	R
Plus—per machine.....	1,00

5. The following fees are payable for permits for the use of fresh water:

For each kilolitre or part thereof: R0,17.

Plus—per connection above 25 mm for each kilolitre: R0,15.

6. The following fees are payable for permits for the use of saltwater pumps:

Per connection per hour or part thereof: R3.

7. The following fees are payable for permits for fishing from any jetty, pier, quay, wharf, breakwater, wall or other harbour works under control of the harbour master:

Per day or part thereof: R0,10.

Per month: R1.

Per three months: R2.

8. The following fees are payable for permits for the admission of vehicles to the harbour:

	<i>Per admis- sion</i>	<i>Per week</i>	<i>Per month</i>
For each vehicle:	R	R	R
(a) Motor-cars and motor-cycles.....	0,05	0,20	0,50
(b) Lorries, passenger-buses any other vehicle and animal-drawn vehicles	0,10	0,40	1,00
(c) Motor-cars with trailers.....	0,10	0,40	1,00
(d) Lorries with trailers.....	0,20	0,80	2,00

Exemptions

Any vehicle which is being used in connection with construction or maintenance work of any jetty, pier, quay, wharf, breakwater, wall or other harbour works in the harbour is exempted from the payment of admission fees in terms of this paragraph.

9. Onderstaande gelde is betaalbaar vir permitte vir tydelike verhuurings ten opsigte van persele binne die hawe, maar uitgesonderd persele op 'n hawehoof, pier, kaai, werf of breekwater:

Per m² per week of gedeelte daarvan: R0,01.

Minimum heffing: R10.

10. Onderstaande gelde is betaalbaar vir permitte vir toegang tot breekwaters:

Toegang per persoon: R0,05.

11. Onderstaande gelde is behoudens die bepalings van paragraaf 21 betaalbaar vir permitte vir tydelike verhuurings ten opsigte van 'n perseel op 'n hawehoof, pier, kaai, werf of breekwater:

Per m² per week of gedeelte daarvan: R4,50.

12. Onderstaande gelde is betaalbaar vir permitte vir die meer, anker of akkommodasie in die hawe van enige boot of skip uitgesonderd seewaardige gelisensieerde vissersbote en geregistreerde vissersbote wat nie aan die vereistes van seewaardigheid voldoen nie:

(a) Vir elke boot:

	<i>Per dag of ge- deelte van 'n dag</i>	<i>Per week</i>	<i>Per maand</i>	<i>Per 12 maande</i>
	R	R	R	R
Per meter bootlengte tot 10 meter lank	0,20	1,00	3,00	10,00
Plus—Per meter langer as 10 meter	0,50	2,50	7,50	25,00

(b) Vir elke skip:

(i) Vir 12 uur of gedeelte daarvan—

elke metrieke ton (kubieke meter) tot 20 000 ton: 1c;
elke metrieke ton (kubieke meter) oor 20 000 ton: 0,5c.

(ii) Oor 12 uur maar hoogstens 24 uur—

elke metrieke ton (kubieke meter) tot 20 000 ton: 1,2c;
elke metrieke ton (kubieke meter) oor 20 000 ton: 0,6c.

(iii) Oor 24 uur maar hoogstens 36 uur—

elke metrieke ton (kubieke meter) tot 20 000 ton: 1,4c;
elke metrieke ton (kubieke meter) oor 20 000 ton: 0,7c.

(iv) Oor 36 uur maar hoogstens 48 uur—

elke metrieke ton (kubieke meter) tot 20 000 ton: 1,6c;
elke metrieke ton (kubieke meter) oor 20 000 ton: 0,8c.

(v) Oor 48 uur. Die gelde ingevolge paragraaf 12 (a) en (b) plus die volgende bykomende koste vir elke tydperk van 24 uur, of gedeelte daarvan, na die verloop van 48 uur:

Elke metrieke ton (kubieke meter) tot 20 000 ton: 0,2c;
elke metrieke ton (kubieke meter) oor 20 000 ton: 0,1c.

In die geval van 'n skip waarvan die gesagvoerder nie bevredigende bewys van die bruto registertonmaat kan lewer nie, is die bogemelde gelde betaalbaar op die tonne-
maat soos deur die hawemeester vir sodanige skip bepaal.

Kortings en vrystellings.

(aa) 'n Boot of skip wat by die hawe aandoen met die uitsluitlike doel om geneeskundige hulp te verkry of om siek passasiers of bemanningslede aan wal te sit en vir hoogstens 96 uur in die hawe vertoef, kwalifiseer vir 'n korting van 50 persent op die gelde betaalbaar ingevolge paragraaf 12 (a) en (b).

9. The following fees are payable for permits for temporary leases in respect of sites within the harbour but excluding sites on a jetty, pier, quay, wharf and breakwater:

Per m² per week or part thereof: R0,01.

Minimum levy: R10.

10. The following fees are payable for permits for admission to breakwaters:

Admission per person: R0,05.

11. Subject to the provision of paragraph 21 the following fees are payable for permits for temporary leases in respect of sites on a jetty, quay, pier, wharf or breakwater:

Per m² per week or part thereof: R4,50.

12. The following fees are payable for permits for the mooring, anchoring or accommodation in the harbour of any boat or ship excluding seaworthy licensed fishing boats and registered fishing boats which do not comply with the requirements of seaworthiness:

(a) For each boat:

	<i>Per day or part thereof</i>	<i>Per week</i>	<i>Per month</i>	<i>Per 12 months</i>
	R	R	R	R
Per metre boat length up to a length of 10 metre	0,20	1,00	3,00	10,00
Plus per metre exceeding 10 metre	0,50	2,50	7,50	25,00

(b) For each ship:

(i) For 12 hours or part thereof—

each metric ton (cubic metre) up to 20 000 ton: 1c;

each metric ton (cubic metre) over 20 000 ton: 0,5c.

(ii) Over 12 hours but not exceeding 24 hours—

each metric ton (cubic metre) up to 20 000 ton: 1,2c;

each metric ton (cubic metre) over 20 000 ton: 0,6c.

(iii) Over 24 hours but not exceeding 36 hours—

each metric ton (cubic metre) up to 20 000 ton: 1,4c;

each metric ton (cubic metre) over 20 000 ton: 0,7c.

(iv) Over 36 hours but not exceeding 48 hours—

each metric ton (cubic metre) up to 20 000 ton: 1,6c;

each metric ton (cubic metre) over 20 000 ton: 0,8c.

(v) Over 48 hours. The fees specified in paragraph 12 (a) and (b) plus the following additional charges for each period of 24 hours, or part thereof, in excess of 48 hours:

Each metric ton (cubic metre) up to 20 000 ton: 0,2;

each metric ton (cubic metre) over 20 000 ton: 0,1c.

In the case of a ship of which the master cannot furnish satisfactory proof of the gross register tonnage, the above fees are payable on the tonnage determined by the harbour master for such a ship.

Rebates and exemptions

(aa) A boat or ship calling at the harbour for the sole purpose of obtaining medical assistance or landing sick passengers or crew members and remaining in the harbour for a period of not exceeding 96 hours, qualifies for a rebate of 50 per cent of the fees payable in terms of paragraphs 12 (a) and (b).

(bb) In die geval waar 'n boot of skip van die Departement se sleepbellings in die hawe gebruik maak, is die gelde ingevolge paragrawe 12 (a) en (b) betaalbaar vir die volle tydperk wat sodanige boot en skip in die hawe vertoef minus die tydperk waarvoor sleepbellingsgelde ingevolge paragraaf 1 gehef word.

(cc) 'n Suid-Afrikaanse geregistreerde boot of skip wat 'n kommersiële of handelsdiens onderneem kwalifiseer vir 'n korting van 50 persent op die gelde betaalbaar ingevolge paragraaf 12 (a) en (b).

(dd) 'n Boot of skip wat by die hawe aandoen met die uitsluitlike doel om oorlewendes aan wal te sit is vrygestel van die betaling van gelde voorgeskryf ingevolge paragraaf 12 (a) of (b).

(ee) 'n Boot of skip wat oor 'n geldige permit uitgereik ingevolge paragraaf 15 of 18 beskik is vrygestel van die betaling van die gelde voorgeskryf ingevolge paragraaf 12 (a) of (b).

13. Onderstaande gelde is betaalbaar vir permitte vir die vasmeer, anker of akkommodasie in die hawe van alle geregistreerde vissersbote wat nie aan die vereistes van seewaardigheid voldoen nie:

	<i>Per dag of gedeelte van 'n dag</i>	<i>Per week</i>	<i>Per maand</i>	<i>Per 12 maande</i>
	R	R	R	R
Vir elke vissersboot—				
hoogstens 18 meter lank.....	5,00	20,00	60,00	240,00
langer as 18 meter.....	10,00	40,00	120,00	480,00

14. Onderstaande gelde is betaalbaar vir permitte vir die vasmeer van—

(a) enige boot, skip en vissersboot langs enige hawe-hoof, pier, kaai of werf onder beheer van die hawe-meester: Met dien verstande dat dit nie 'n hawe-hoof, pier, kaai of werf wat kragtens artikel 2 (1) van die Saldanhabaai-hawe-aanlegwet, 1973, aan 'n regspersoon toegewys is, insluit nie:

Vir elke boot, skip of vissersboot per meter boot-lengte:

Per dag of gedeelte daarvan: R0,10;

per week: R0,25;

per maand: R0,75;

per 12 maande: R6;

(b) alle vissersbote wat aan die vereistes van seewaardigheid voldoen en vasgemeer word aan ankerblokke (deur booteienaars self verskaf) in die hawe per meter bootlengte:

Per 12 maande of gedeelte daarvan: R2.

15. Onderstaande gelde is betaalbaar vir permitte vir 'n boot of skip vir die vervoer van persone, pos of goedere binne of vanuit die hawe, die karwei van toue na ander bote of skepe of vir die gebruik van of in verband met enige goedgekeurde konstruksiewerk in die hawe:

	<i>Per 12 maande of gedeelte daarvan</i>
	R
Per permit vir bote of skepe van:	
Hoogstens 20 meter lank.....	50,00
Langer as 20 meter.....	75,00

(bb) In the case where a boat or ship utilizes a slipway of the Department within the harbour, the fees in terms of paragraphs 12 (a) and (b) are payable for the full period such boat or ship remains in the harbour minus the period for which slipway fees are levied in terms of paragraph 1.

(cc) A South African registered boat or ship undertaking a commercial or trade service qualifies for a rebate of 50 per cent of the fees payable in terms of paragraphs 12 (a) and (b).

(dd) A boat or ship that puts into the harbour with the sole purpose of landing survivors is exempted from the payment of fees prescribed in terms of paragraphs 12 (a) and (b).

(ee) A boat or ship which has a valid permit issued in terms of paragraphs 15 or 18 is exempted from the payment of fees prescribed in terms of paragraphs 12 (a) or (b).

13. The following fees are payable for permits for the mooring, anchoring or accommodation in the harbour of all registered fishing boats which do not comply with the requirements of seaworthiness:

	<i>Per day or part of a day</i>	<i>Per week</i>	<i>Per month</i>	<i>Per 12 months</i>
	R	R	R	R
For each fishing boat—				
not exceeding 18 metre in length	5,00	20,00	60,00	240,00
exceeding 18 metre.....	10,00	40,00	120,00	480,00

14. The following fees are payable for permits for the mooring of—

(a) any boat, ship and fishing boat along any jetty, pier, quay or wharf under the control of the harbour master: Provided that such jetty, pier, quay or wharf shall not include any jetty, pier, quay or wharf assigned in terms of section 2 (1) of the Saldanha Bay Harbour Construction Act, 1973, to a juristic person:

For each boat, ship or fishing boat per metre boat length—

per day or part thereof: R0,10;

per week: R0,25;

per month: R0,75;

per 12 months: R6;

(b) all fishing boats which comply with the requirements of seaworthiness to mooring blocks (provided by the boat owners themselves) per metre boat length—

per 12 months or part thereof: R2.

15. The following fees are payable for permits for a boat or ship to transport persons, mail or goods within or from the harbour, to transport ropes to other boats or ships or used for or in connection with any approved construction work in the harbour:

	<i>Per 12 months or part thereof</i>
	R
Per permit for boats and ships:	
Not exceeding 20 metre in length.....	50,00
Exceeding 20 metre.....	75,00

16. Onderstaande gelde is betaalbaar vir permitte vir die verkoop van groente, vis, aas, vrugte of ander produkte binne die hawe vanaf enige soort voertuig of perseel binne die hawe:

	<i>Per 12 maande of gedeelte daarvan</i>
	R
Vir elke voertuig of perseel.....	25,00
Vir elke ander smous.....	5,00

17. Onderstaande gelde is betaalbaar vir permitte vir die lewering van agent- en stuwadoordienste binne die hawe:

	<i>Per 12 maande of gedeelte daarvan</i>
	R
Per permit.....	70,00

18. Onderstaande gelde is betaalbaar vir permitte vir 'n boot of skip wat sleepdienste in die hawe lewer:

	<i>Per 12 maande of gedeelte daarvan</i>
	R
Per permit.....	100,00

19. Onderstaande gelde is betaalbaar vir permitte vir die gebruik van visskoonmaakgeriewe:

Vir elke tafel per dag of gedeelte daarvan: R0,50.

20. Onderstaande gelde is betaalbaar vir die vervoer van 'n loods na of van 'n skip:

- (a) Gedurende normale diensure: R25.
- (b) Buite normale diensure: R40:

Met dien verstande dat indien 'n diens gedurende normale diensure 'n aanvang neem maar buite normale diensure eindig, is die gelde voorgeskryf vir buite normale diensure betaalbaar.

21. Onderstaande gelde is betaalbaar vir permitte vir tydelike verhurings ten opsigte van persele, hoogstens 25m² groot, vir die herstel van nette:

Gedurende die tydperk 1 Januarie tot 31 Augustus:
Op kaaie en golfbrekers per perseel per dag: R2.
Ander terreine per perseel per dag: R0,50.

Gedurende die tydperk 1 September tot 31 Desember:
Op kaaie en golfbrekers per perseel per dag: R5.
Ander terreine per perseel per dag: R2.

22. Waar gelde vir 'n periode van 12 maande of gedeelte daarvan voorgeskryf word, strek sodanige periode vanaf 1 Januarie tot 31 Desember van 'n kalenderjaar: Met dien verstande dat enige permit wat uitgereik is ingevolge die regulasies kragtens die Wet op Seevisserye, 1973 (Wet 58 van 1973), en waarvan die geldigheidsduur by die inwerkingtreding van hierdie regulasies nog nie verstryk het nie 'n geldige permit ingevolge hierdie Bylae geag word.

16. The following fees are payable for permits for the selling of vegetables, fish, bait, fruit or other products within the harbour from any type of vehicle or premises within the harbour:

	<i>Per 12 months or part thereof</i>
	R
For each vehicle or premises.....	25,00
For each other hawker.....	5,00

17. The following fees are payable for permits for rendering agent's or stevedoring services within the harbour:

	<i>Per 12 months or part thereof</i>
	R
Per permit.....	70,00

18. The following fees are payable for permits for a boat or ship which provide towing services within the harbour:

	<i>Per 12 months or part thereof</i>
	R
Per permit.....	100,00

19. The following fees are payable for permits for the use of fish-cleaning facilities:

For each table per day or part thereof: R0,50.

20. The following fees are payable for the transport of a pilot to and from a ship:

- (a) During normal office hours: R25.
- (b) After normal office hours: R40.

Provided that if a service is commenced during normal office hours and completed after normal office hours, the fees prescribed for after normal office hours shall be payable.

21. The following fees are payable for permits for temporary leases in respect of sites not exceeding 25m² for the repair of nets:

During the period 1 January to 31 August:
On quays and piers per site per day: R5.
Other areas per site per day: R0,50.

During the period 1 September to 31 December:
On quays and piers per site per day: R5.
Other areas per site per day: R2.

22. Where fees are prescribed for a 12-month period or part thereof, such period shall extend from 1 January to 31 December of a calendar year: Provided that any permit which has been issued in accordance with the regulations under the Sea Fisheries Act, 1973 (Act 58 of 1973), and of which the validity has not yet expired at the coming into force of these regulations, shall be deemed to be a valid permit in terms of this Schedule.

DIE BLOMPLANTE VAN AFRIKA

Hierdie publikasie word uitgegee as 'n geïllustreerde reeks, baie na die aard van Curtis se "Botanical Magazine". Die doel van die werk is om die skoonheid en variasie van vorm van die flora van Afrika aan die leser bekend te stel, om belangstelling in die studie en kweek van die inheemse plante op te wek, en om plantkunde in die algemeen te bevorder.

Die meeste van die illustrasies word deur kunstenaars van die Navorsingsinstituut vir Plantkunde gemaak, dog die redakteur verwelkom geskikte bydraes van 'n wetenskaplike en kunsstandaard afkomstig van verwante inrigtings.

Onder huidige omstandighede word twee dele van die werk gelyktydig gepubliseer, maar met onreëlmatige tussenposes; elke deel bevat tien kleurplate. Intekengeld bedra R1,50 per deel: Vier dele per band. Vanaf band 27 is die prys per band in linne gebind R10; in morocco-gebind R14.

Verkrygbaar van die Direkteur, Afdeling Landbou-inligting, Privaatsak X144, Pretoria.

THE FLOWERING PLANTS OF AFRICA

This publication is issued as an illustrated serial, much on the same lines as Curtis's Botanical Magazine, and for imitating which no apology need be tendered.

The desire and object of the promoters of the publication will be achieved if it stimulates further interest in the study and cultivation of our indigenous plants.

The illustrations are prepared mainly by the artists at the Botanical Research Institute, and the Editor is pleased to receive living plants of general interest or of economic value for illustration.

Each part contains 10 plates and costs R1,50 per part. Two, three or four parts may be published annually, depending on the availability of illustrations. A volume consists of four parts. From Volume 27, the price per volume is: Cloth binding, R10; morocco binding, R14.

Obtainable from the Director, Division of Agricultural Information, Private Bag X144, Pretoria.

AGROANIMALIA

Hierdie publikasie is 'n voortsetting van die Suid-Afrikaanse Tydskrif vir Landbouwetenskap Jaargang 1 tot 11, 1958-1968 en bevat artikels oor Dierreproduksie en -tegnologie, Dierversorging en -ekologie, Fisiologie, Genetika en Teelt, Suiwelkunde en Voeding. Vier dele van die tydskrif word per jaar gepubliseer.

Verdienstelike landboukundige bydraes van oorspronklike wetenskaplike navorsing word vir plasing in hierdie tydskrif verwelkom. Voorskrifte vir die opstel van sulke bydraes is verkrygbaar van die Direkteur, Landbou-inligting, Privaatsak X144, Pretoria, aan wie ook alle navrae in verband met die tydskrif gerig moet word.

Die tydskrif is verkrygbaar van bogenoemde adres teen 50 sent per eksemplaar of R2 per jaar, posvry (buitelands 60 sent per eksemplaar of R2,40 per jaar).

AGROANIMALIA

This publication is a continuation of the South African Journal of Agricultural Science Vol. 1 to 11 1958-1968 and deals with Animal Production and Technology, Livestock Management and Ecology, Physiology, Genetics and Breeding, Dairy Science and Nutrition. Four parts of the journal are published annually.

Contributions of scientific merit on agricultural research are invited for publication in this journal. Directions for the preparation of such contributions are obtainable from the Director, Agricultural Information, Private Bag X144, Pretoria, to whom all communications in connection with the journal should be addressed.

The journal is obtainable from the above-mentioned address at 50 cents per copy or R2 per annum, post free (foreign 60 cents per copy or R2,40 per annum).

Werk mooi daarmee.

Ons leef  daarvan

Use it.
Don't abuse  it.

water is for everybody

Koop Nasionale Spaarsertifikate

Buy National Savings Certificates

INHOUD*Goewermentskennisgewing***Nywerheidswese, Departement van***No.**Bladsy*

R.1578. Saldanhabaaihawee-aanlegwet, 1973 1

CONTENTS*Government Notice***Industries, Department of***No.**Page*R.1578. Saldanha Bay Harbour Construction Act,
1973 1

