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GOEWERMENSKENNISGEWINGS

DEPARTEMENT VAN FINANSIES

No. R. 2808 20 Desember 1985

DOEANE- EN AKSYNSWET, 1964

WYSIGING VAN BYLAE 1 (No. 1/1/1193)

Kragtens artikel 48 van die Doeane- en Aksynswet, 1964, word Deel 1 van Bylae 1 by genoemde Wet hiermee gewysig in die mate in die Bylae hiervan aangetoon.

K. D. S. DURR,

Adjunk-minister van Finansies en van Handel en Nywerheid.

GOVERNMENT NOTICES

DEPARTMENT OF FINANCE

No. R. 2808 20 December 1985

CUSTOMS AND EXCISE ACT, 1964

AMENDMENT OF SCHEDULE 1 (No. 1/1/1193)

Under section 48 of the Customs and Excise Act, 1964, Part 1 of Schedule 1 to the said Act is hereby amended to the extent set out in the Schedule hereto.

K. D. S. DURR,

Deputy Minister of Finance and of Trade and Industry.

BYLAE

I Tariefpos	II Statistiese Eenheid	III Skaal van Reg	
		Algemeen	M.B.N.
29.06 Deur subposte Nos. 29.06.20, 29.06.30, 29.06.40 en 29.06.50 deur die volgende te vervang:			
"29.06.25 Resorsinol en soute daarvan	kg	10%	
29.06.35 Xilenole en soute daarvan	kg	10%	
29.06.55 Naftole en soute daarvan	kg	10%"	
Deur subpos No. 29.06.70 te skrap.			
38.19 Deur na subpos No. 38.19.01 die volgende in te voeg:			
"38.19.02 Residu-loog van die vervaardiging van houtpulp, met inbegrip van ligniensulfonate	kg	10%"	

Opmerking.—Die uitwerking van hierdie kennisgewing is dat—

- subposte Nos. 29.06.20, 29.06.30 en 29.06.50 herskryf word;
- die voorsienings vir timol, saligenien (salisielalkohol) en karvakrol geskrap word; en
- voorsiening gemaak word vir residu-loog van die vervaardiging van houtpulp, met inbegrip van ligniensulfonate teen 'n skaal van reg van 10%.

SCHEDULE

I Tariff Heading	II Statistical Unit	III Rate of Duty		IV M.F.N.
		General		
29.06 By the substitution for subheadings Nos. 29.06.20, 29.06.30, 29.06.40 and 29.06.50 of the following: "29.06.25 Resorcinol and salts thereof 29.06.35 Xylenol and salts thereof 29.06.55 Naphthols and salts thereof By the deletion of subheading No. 29.06.70.	kg kg kg	10% 10% 10%"		
38.19 By the insertion after subheading No. 38.19.01 of the following: "38.19.02 Residual lye from the manufacture of woodpulp, including lignin sulphonates	kg	10%"		

Note.—The effect of this notice is that—

- subheadings Nos. 29.06.20, 29.06.30 and 29.06.50 are restated;
- the provisions for thymol; saligenin (salicyl alcohol) and carvacrol, are deleted; and
- provision is made for residual lye from the manufacture of wood pulp, including lignin sulphonates at a rate of duty of 10%.

No. R. 2809

20 Desember 1985

DOEANE- EN AKSYNSWET, 1964

WYSIGING VAN BYLAE 6 (No. 6/172)

Kragtens artikel 75 van die Doeane- en Aksynswet, 1964, word Bylae 6 by genoemde Wet hiermee gewysig in die mate in die Bylae hiervan aangetoon.

B. J. DU PLESSIS,
Minister van Finansies.

No. R. 2809

20 Desember 1985

CUSTOMS AND EXCISE ACT, 1964

AMENDMENT OF SCHEDULE 6 (No. 6/172)

Under Section 75 of the Customs and Excise Act, 1964, Schedule 6 to the said Act is hereby amended to the extent set out in Schedule hereto.

B. J. DU PLESSIS,
Minister of Finance.

BYLAE

I Item	II Tariefitem en Beskrywing	III Mate van Korting	IV Mate van Terugbetaling
609.17	Deur Opmerking 2 by item 609.17 deur die volgende te vervang: "2. (a) Ten opsigte van enige opsionele komponent deur die vervaardiger aan enige motorvoertuig aangebring as toevoeging tot of ter vervanging van enige standaardkomponent of ten opsigte van enige komponent wat weggelaat word van sodanige motorvoertuig, word die verskil in massa as gevolg van die aanbring of weglating van sodanige komponent, na die goeddunke van die Kommissaris, buite rekening gelaat by die bepaling van die aksynsmassa en die netto plaaslike inhoud van sodanige motorvoertuig: Met dien verstande dat 'n aanpassing gemaak moet word aan sodanige netto plaaslike inhoud indien enige opsionele komponent geheel of gedeeltelik buite die Republiek vervaardig enige standaardkomponent geheel of gedeeltelik in die Republiek vervaardig, vervang. (b) Ten opsigte van enige standaardkomponent, geheel of gedeeltelik in die Republiek vervaardig, deur die vervaardiger aan enige motorvoertuig aangebring ter vervanging van 'n ander standaardkomponent, moet die verskil in massa as gevolg van die aanbring van sodanige komponent in berekening gebring word by die bepaling van die aksynsmassa en die netto plaaslike inhoud van sodanige motorvoertuig."		

Opmerking.—Opmerking 2 by item 609.17 word herskryf.

SCHEDULE

I Item	II Tariff Item and Description	III Extent of Rebate	IV Extent of Refund
609.17	By the substitution for Note 2 to item 609.17 of the following: "2. (a) In respect of any optional component fitted to any motor vehicle by the manufacturer in addition to or in substitution for any standard component or in respect of any component which is deleted from such motor vehicle, the difference in mass resulting from the fitting or deletion of such component shall, in the discretion of the Commissioner, not be taken into account in determining the excise mass and the net local content of such motor vehicle: Provided that an adjustment shall be made to such net local content if any optional component wholly or partly manufactured outside the Republic is substituted for any standard component wholly or partly manufactured in the Republic.		

I Item	II Tariff Item and Description	III Extent of Rebate	IV Extent of Refund
	(b) In respect of any standard component, wholly or partly manufactured in the Republic, fitted to any motor vehicle by the manufacturer in substitution for another standard component, the difference in mass resulting from the fitting of such component shall be taken into account in determining the excise mass and the net local content of such motor vehicle."		

Note.—Note 2 to item 609.17 is restated.

No. R. 2823

20 Desember 1985

DOEANE- EN AKSYNSWET, 1964

BEPALINGS VAN TARIEFINDELING EN VERSTREK-
KING DAARVAN OP KLARINGSBRIEWE (LYS
TAR/147)

1. Die volgende bepalings (Deel A)/wysigings van bepalings (Deel B) word kragtens artikel 47 (9) van die Doeane- en Aksynswet, 1964 (Wet 91 van 1964), gepubliseer.

2. Kragtens artikel 39 (1) (c) van voornoemde Wet word vereis dat die bepalingsnommer deur invoerders ten tyde van klaring van sodanige goedere op klaringsbriewe verstrek word.

D. H. ELLIOTT,

Waarnemende Kommissaris van Doeane en Aksyns.

Opmerkings:

1. Die beskrywing van die goedere word slegs vir bepalingsdoeleindes verstrek en moet nie as korrek, volledig of bindend vir enige ander doel vertolk word nie.

2. Goedere wat verpak is vir of bemark word vir kleinhandelverkoop word in alle gevalle by die toepaslike tariefsubpos, waar sodanige voorsiening bestaan, ingedeel.

3. Tariefsubposte wat van die massa, afmetings, vorm, waarde, verpakking, ens., van goedere afhang word nie noodwendig aangedui nie.

4. Om moontlike verwarring te vermy is handelsname en in sekere gevalle handelsbeskrywings nie vertaal nie.

5. Aparte reeksnommers is aan bepalings onder elke tariefpos toegeken.

6. Lys TAR/146 is in Goewermentskennisgewing R. 2783 van 13 Desember 1985 gepubliseer.

No. R. 2823

20 December 1985

CUSTOMS AND EXCISE ACT, 1964

DETERMINATIONS OF TARIFF CLASSIFICATION
AND FURNISHING THEREOF ON BILLS OF ENTRY
(LIST TAR/147)

1. The following determinations (Part A)/amendments to determinations (Part B) are published in terms of section 47 (9) of the Customs and Excise Act, 1964 (Act 91 of 1964).

2. In terms of section 39 (1) (c) of the aforementioned Act, importers are required to furnish the determination number on bills of entry at the time of entry of such goods.

D. H. ELLIOTT,

Acting Commissioner for Customs and Excise.

Notices:

1. The description of the goods is given for determination purposes only and should not be construed as correct, complete or binding for any other purpose.

2. Goods which are packed for or put up for retail sale are in all instances classified under the appropriate tariff subheading where such provision exists.

3. Tariff subheadings which depend upon the mass, dimensions, form, value, packing, etc., of goods are not necessarily indicated.

4. In order to avoid possible confusion trade names and in certain instances trade descriptions have not been translated.

5. Separate serial numbers have been allocated to determinations under each tariff heading.

6. List TAR/146 was published in Government Notice R. 2783 of 13 December 1985.

DEEL A: BEPALINGS

Beskrywing van goedere

Beskrywing van goedere	Tariefpos/ subpos	Bepaling No.
Orochlor mondspeel- en gorreloplossing wat 'n oppervlakverdowningsmiddel bevat vir die behandeling van keelin- feksie—geneesmiddels, ander	30.03.90	300
Oraldine mondspeel vir die behandeling van mondinfeksies—geneesmiddels, ander	30.03.90	301
Oraldine mondsproei vir die behandeling van mondinfeksies—geneesmiddels, ander	30.03.90	302
BWA Amino hars 241—aminoplas, vloeistof of pasta	39.01.20.40	392
Aerolam F- bord—epoksiede, ander	39.01.79.90	393
Fibrelam liggewig saamgestelde bord—epoksiede, ander	39.01.79.90	394
Aeroweb tipe A1 hoësterkte poliamiedheuningkoek—artikels van verbonde veselstowwe, ander	59.03.65.90	55
Aeroweb aluminium heuningkoek—ander artikels van aluminium, ander	76.16.90	25
Larox outomatiese drukfilter—filtreer- en suiwerings masjinerie en -apparate, ander	84.18.90	191
Jarvis Clark JHT-10 Hydratrack boortoring—masjinerie uitkenbaar vir gebruik slegs of hoofsaaklik in mynbou	84.23.10	126
Jarvis Clark RBM-11 afskilfer- en dakboutmasjien—masjinerie uitkenbaar vir gebruik slegs of hoofsaaklik in mynbou	84.23.10	127
Jarvis Clark MJM-20H Jumbo boor—masjinerie uitkenbaar vir gebruik slegs of hoofsaaklik in mynbou	84.23.10	128
Jarvis Clark ondergrondse laaiers modelle JS-100E, JS-200, JS-220 en JS-220E—masjinerie uitkenbaar vir gebruik slegs of hoofsaaklik in mynbou	84.23.10	129
Jarvis Clark Jarco skoppe modelle JS-500E en JS-800—masjinerie uitkenbaar vir gebruik slegs of hoofsaaklik in mynbou	84.23.10	130
Jarvis Clark Paramatic Jumbo modelle MJM-20B, MJM-21H en MJM-10 BH—masjinerie uitkenbaar vir gebruik slegs of hoofsaaklik in mynbou	84.23.10	131
Petrogen oksigasolien veiligheidsbrandersisteme—'n gassnytoestel	84.50	4
I.P.C. 300 verwerkeronderstel gebaseer op 'n mikroverwerker met inset/lewerings eenhede en IPC CRT laaier/monitor—elektriese beheerpaneel, ander	85.19.90	185

<i>Beskrywing van goedere</i>	<i>Tariefpos/ subpos</i>	<i>Bepaling No.</i>
Jarvis Clark entstortbakvragmotors modelle JDT-413, JDT-415, JDT-426 en JDT-440—storters, ander	87.02.75.90	50
Jarvis Clark JDT-426E trollievragmotor—storter, ander	87.02.75.90	51
Jarvis Clark skêrhyservragmotors modelle JUT-41SL en JCC-8SL—ander vragvoertuie, gemonteer	87.02.92	52
Jarvis Clark ANM-12 AN-FO laaivragmotor—ander vragvoertuig, gemonteer	87.02.92	53
Jarvis Clark JS 702E steenkoolverskuiwer—ander vragvoertuig, gemonteer	87.02.92	54
Jarvis Clark nutsvragmotors modelle JCC-8FB en JUT-43—ander vragvoertuie gemonteer	87.02.92	55
Energie verspreiding-ontledingstelsel model PV9100—elektriese meet-, kontroleer-, ontleding- of outomatiese beheerinstrumente, ander	90.28.90	645

DEEL B: WYSIGINGS VAN GEPUBLISEERDE BEPALINGS

<i>Beskrywing van goedere</i>	<i>Tariefpos/ subpos</i>	<i>Bepaling No.</i>
1. Wysigings van bepaling kragtens artikel 47 (9) (d) van die Doeane- en Aksynswet (Wet 91 van 1964):		
(i) Die volgende bepaling vervang die bestaande bepaling met ingang van 6 Februarie 1985:		
Kureha BTA 3 N slagmodifiseerder—metakrielpolymere, ander	30.02.80.20	190
(ii) Die volgende bepaling word ingetrek met ingang van 20 Desember 1985:	39.02	228
(iii) Die volgende bepaling vervang die bestaande bepaling met ingang van 3 Desember 1985:		
CFB 50 (pienk en geel papier)—selfkopieerpapier	48.07.09.90	30
CF 54 (geel papier)—selfkopieerpapier	48.07.09.90	31
(iv) Die volgende bepaling vervang die bestaande bepaling met ingang van 29 November 1985:		
Jarvis Clark MJM-212 3 Boom Paramatic Drilling Jumbo—masjinerie uitkenbaar vir gebruik slegs of hoofsaaklik in mynbou	84.23.10	16
Tamrock PK 1000-boortoring—masjinerie uitkenbaar vir gebruik slegs of hoofsaaklik in mynbou	84.23.10	42

PART A: DETERMINATIONS

<i>Description of goods</i>	<i>Tariff heading/ subheading</i>	<i>Determi- nation no.</i>
Orchlor mouthwash and gargle solution containing surface anaesthetic for the treatment of throat infections—medicaments, other	30.03.90	300
Oraldine mouthwash for the treatment of oral infections—medicaments, other	30.03.90	301
Oraldine mouthspray for the treatment of oral infections—medicaments, other	30.03.90	302
BWA Amino Resin 241—aminoplast, liquid or pasty	39.01.20.40	392
Aerolam F-board—epoxides, other	39.01.79.90	393
Fibrelam lightweight composite board—epoxides, other	39.01.79.90	394
Aeroweb type A1 high strength polyamide honey comb—articles of bonded fibre fabrics, other	59.03.65.90	55
Aeroweb aluminium honeycomb—other articles of aluminium, other	76.16.90	25
Larox automatic pressure filter—filtering and purifying machinery and apparatus, other	84.18.90	191
Jarvis Clark JHT810 Hydratrack drill rig—machinery identifiable for use—solely or principally in mining	84.23.10	126
Jarvis Clark RBM-11 scaling and bolting rig—machinery identifiable for use solely or principally in mining	84.23.10	127
Jarvis Clark MJM-20H drilling Jumbo—machinery identifiable for use solely or principally in mining	84.23.10	128
Jarvis Clark underground loaders models JS-100E, JS-200, JS-220 and JS-220E—machinery identifiable for use solely or principally in mining	84.23.10	129
Jarvis Clark Jarco scoops models JS-500E and JS-800—machinery identifiable for use solely or principally in mining	84.23.10	130
Jarvis Clark Paramatic Jumbo models MJM-20B, MJM-21H and MJM-10BH—machinery identifiable for use solely or principally in mining	84.23.10	131
Petrogen oxy-gasoline safety torch system—a gas-operated cutting appliance	84.50	4
I.P.C. 300 microprocessor-based processor chassis with input/output units and IPC CRT loader/monitor—electrical control panels, other	85.19.90	185
Jarvis Clark end dump trucks models JDT-413, JDT-415, JDT-426 and JDT-440—dumpers, other	87.02.75.90	50
Jarvis Clark JDT-426E trolley truck—dumpers, other	87.02.75.90	51
Jarvis Clark scissor lift trucks models JUT-41SL and JCC-8SL—other goods vehicles, assembled	87.02.92	52
Jarvis Clark ANM-12 AN-FO loader truck—other goods vehicles, assembled	87.02.92	53
Jarvis Clark JS-702E coal mover—other goods vehicle, assembled	87.02.92	54
Jarvis Clark utility trucks models JCC-8FB and JUT-43—other goods vehicles, assembled	87.02.92	55
Energy dispersive analysis system model PV9100—electrical measuring, checking, analysing or automatically controlling instruments, other	90.28.90	645

PART B: AMENDMENTS TO PUBLISHED DETERMINATIONS

1. Amendments to determinations in terms of section 47 (9) (d) of the Customs and Excise Act (Act 91 of 1964):		
(i) The following is substituted for the existing determination with effect from 6 February 1985:		
Kureha BTA 3 N impact modifier—methacrylic copolymer, other	30.02.80.20	190
(ii) The following determination is withdrawn with effect from 20 December 1985:	39.02	228
(iii) The following determinations are substituted for the existing determinations with effect from 3 December 1985:		
CFB 50 (pink and yellow paper)—self-copy paper	48.07.09.90	30
CF 54 (yellow paper)—self-copy paper	48.07.09.90	31
(iv) The following determinations are substituted for the existing determinations with effect from 29 November 1985:		
Jarvis Clark MJM-212 3 Boom Paramatic Drilling Jumbo—machines identifiable for use solely or principally in mining	84.23.10	16
Tamrock PK 1000 drilling rig—machines identifiable for use solely or principally in mining	84.23.10	42

DEPARTEMENT VAN HANDEL EN NYWERHEID

No. R. 2811

20 Desember 1985

WET OP STANDAARDE, 1982

REGULASIES BETREFFENDE DIE BETALING VAN HEFFING EN DIE UITREIKING VAN VERKOOPSPERMITTE TEN OPSIGTE VAN VERPLIGTE SPESIFIKASIES.—WYSIGING

Kragtens die bevoegdheid hom verleen by artikel 36 van die Wet op Standaard, 1982 (Wet 30 van 1982), het dit die Adjunk-minister van Finansies en van Handel en Nywerheid, handelende namens die Minister van Handel en Nywerheid, behaag om Bylae 2 van die regulasies gepubliseer by Goewermentskennisgewing R. 999 van 3 Mei 1985 met ingang 1 Januarie 1986 te wysig deur die bestaande tariewe ten opsigte van Kategorie O₃- en O₄-voertuie te skrap en die volgende nuwe tariewe in te stel:

Kommoditeit	Heffings-eenheid	Tarief per eenheid, R
Kategorie O ₁ -voertuie	item	R5,00
Kategorie O ₂ -voertuie	item	R7,25
Kategorie O ₃ - en O ₄ -voertuie	item	R20,00

DEPARTEMENT VAN MANNEKRAG

No. R. 2788

20 Desember 1985

WET OP ARBEIDSVERHOUDINGE, 1956

MOTORVERVOERONDERNEMING (GOEDERE).—
HERNUWING VAN OOREENKOMS

Ek, Pieter Theunis Christiaan du Plessis, Minister van Mannekrag, verklaar hierby, kragtens artikel 48 (4) (a) (ii) van die Wet op Arbeidsverhoudinge, 1956, dat die bepalinge van Goewermentskennisgewings R. 2253 van 14 Oktober 1983 en R. 1131 van 8 Junie 1984, van krag is vanaf die datum van publikasie van hierdie kennisgewing en vir die tydperk wat op 28 Februarie 1986 eindig.

P. T. C. DU PLESSIS,
Minister van Mannekrag.

No. R. 2789

20 Desember 1985

WET OP ARBEIDSVERHOUDINGE, 1956

MOTORVERVOERONDERNEMING (GOEDERE).—
WYSIGING VAN OOREENKOMS

Ek, Pieter Theunis Christiaan du Plessis, Minister van Mannekrag, verklaar hierby—

- kragtens artikel 48 (i) (a) van die Wet op Arbeidsverhoudinge, 1956, dat die bepalinge van die Ooreenkoms (hierna die Wysigingsooreenkoms genoem) wat in die Bylae hiervan verskyn en betrekking het op die Onderneming, Nywerheid, Bedryf of Beroep in die opskrif by hierdie kennisgewing vermeld, met ingang van 16 Desember 1985 en vir die tydperk wat op 28 Februarie 1986 eindig, bindend is vir die werkgewersorganisasie en die vakverenigings wat die Wysigingsooreenkoms aangegaan het en vir die werkgewers en werknemers wat lede van genoemde organisasie of verenigings is; en
- kragtens artikel 48 (1) (b) van genoemde Wet, dat die bepalinge van die Wysigingsooreenkoms, uitgesonderd die vervat in klousule 1 (1) (a), met ingang van 16 Desember 1985 en vir die tydperk wat op 28

DEPARTMENT OF TRADE AND INDUSTRY

No. R. 2811

20 December 1985

STANDARDS ACT, 1982

REGULATIONS RELATING TO THE PAYMENT OF LEVY AND THE ISSUE OF SALES PERMITS IN REGARD TO COMPULSORY SPECIFICATIONS.—
AMENDMENT

Under the powers vested in him by section 36 of the Standards Act, 1982 (Act 30 of 1982), the Deputy Minister of Finance and of Trade and Industry, acting on behalf of the Minister of Trade and Industry, has been pleased with effect from 1 January 1986 to amend Schedule 2 of the regulations published by Government Notice R. 999 of 3 May 1985, by deleting the existing rates in respect of Category O₃ and O₄ vehicles and introducing the following new rates:

Commodity	Levy unit	Rate per unit, R
Category O ₁ vehicles	item	R5,00
Category O ₂ vehicles	item	R7,25
Category O ₃ and O ₄ vehicles	item	R20,00

DEPARTMENT OF MANPOWER

No. R. 2788

20 December 1985

LABOUR RELATIONS ACT, 1956

MOTOR TRANSPORT UNDERTAKING (GOODS).—
RENEWAL OF AGREEMENT

I, Pieter Theunis Christiaan du Plessis, Minister of Manpower, hereby, in terms of section 48 (4) (a) (ii) of the Labour Relations Act, 1956, declare the provisions of Government Notices R. 2253 of 14 October 1983 and R. 1131 of 8 June 1984, to be effective from the date of publication of this notice and for the period ending 28 February 1986.

P. T. C. DU PLESSIS,
Minister of Manpower.

No. R. 2789

20 December 1985

LABOUR RELATIONS ACT, 1956

MOTOR TRANSPORT UNDERTAKING (GOODS).—
AMENDMENT OF AGREEMENT

I, Pieter Theunis Christiaan du Plessis, Minister of Manpower, hereby—

- in terms of section 48 (1) (a) of the Labour Relations Act, 1956, declare that the provisions of the Agreement (hereinafter referred to as the Amending Agreement) which appears in the Schedule hereto and which relates to the Undertaking, Industry, Trade or Occupation referred to in the heading to this notice, shall be binding, with effect from 16 December 1985 and for the period ending 28 February 1986 upon the employers' organisation and the trade unions which entered into the Amending Agreement and upon the employers and employees who are members of the said organisation or unions; and
- in terms of section 48 (1) (b) of the said Act, declare that the provisions of the Amending Agreement, excluding those contained in clause 1 (1) (a), shall be binding, with effect from 16 December 1985 and for the period ending 28 February 1986 upon all

Februarie 1986 eindig, bindend is vir alle ander werkgewers en werknemers as dié genoem in paragraaf (a) van hierdie kennisgewing wat betrokke is by of in diens is in genoemde Onderneming, Nywerheid, Bedryf of Beroep in die gebiede in klousule 1 van die Wysigingsooreenkoms gespesifiseer.

P. T. C. DU PLESSIS,
Minister van Mannekrag.

BYLAE

NYWERHEIDSRaad VIR DIE MOTORVERVOERONDERNEMING (GOEDERE)

OOREENKOMS

ooreenkomstig die Wet op Arbeidsverhoudinge, 1956, gesluit deur en aangegaan tussen die

Motor Transport Owners' Association of South Africa

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

Motor Transport Workers' Union (South Africa)

die

South African Transport Workers' Union

en die

African Transport Workers' Union (Regd.)

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

wat die partye is by die Nywerheidsraad vir die Motorvervoeronderneming (Goedere),

om die Ooreenkoms gepubliseer by Goewermetskennisgewing R. 2253 van 14 Oktober 1983, soos gewysig by Goewermetskennisgewing R. 1131 van 8 Junie 1984, te wysig.

1. TOEPASSINGSBESTEK

(1) Hierdie Ooreenkoms moet in die Motorvervoeronderneming (Goedere) nagekom word—

- (a) deur alle werkgewers wat lede van die werkgewersorganisasie is en deur alle werknemers wat lede van die vakverenigings is, wat onderskeidelik by bogenoemde Onderneming betrokke of daarin werksaam is;
- (b) in die landdrosdistrikte Alberton, Benoni, Boksburg, Brakpan [uitgesonderd daardie gedeeltes van die landdrosdistrikte Boksburg en Brakpan wat voor die publikasie van Goewermetskennisgewing 1779 van 6 November 1964 binne die landdrosdistrik Heidelberg vervel het, en uitgesonderd daardie gedeeltes van die landdrosdistrik Brakpan wat voor 1 April 1966 en 1 Julie 1972 (Goewermetskennisgewings 498 en 871 van onderskeidelik 1 April 1966 en 26 Mei 1972) binne die landdrosdistrik Nigel geval het], Delmas, Germiston, Johannesburg, Kempton Park [uitgesonderd daardie gedeeltes wat voor 29 Maart 1956 en 1 November 1970 (Goewermetskennisgewings 556 en 1618 van onderskeidelik 29 Maart 1956 en 2 Oktober 1970) binne die landdrosdistrik Pretoria geval het], Krugersdorp [met inbegrip van daardie gedeeltes van die landdrosdistrikte Koster en Brits wat voor onderskeidelik 26 Julie 1963 en 1 Junie 1972 (Goewermetskennisgewings 1105 van 26 Julie 1963 en 872 van 26 Mei 1972) binne die landdrosdistrik Krugersdorp geval het], Oberholzer (uitgesonderd daardie gedeelte van die landdrosdistrik Oberholzer wat voor die publikasie van Goewermetskennisgewing 1745 van 1 September 1978 binne die landdrosdistrik Potchefstroom geval het), Randburg (uitgesonderd daardie gedeelte wat voor die publikasie van Goewermetskennisgewing 2152 van 22 November 1974 binne die landdrosdistrik Pretoria geval het), Randfontein (met inbegrip van daardie gedeelte van die landdrosdistrik Koster wat voor die publikasie van Goewermetskennisgewing 1105 van 26 Julie 1963 binne die landdrosdistrik Randfontein geval het maar uitgesonderd die plase Moadowns 1, Holfontein 17, Leeuwpan 18, Ireton 19, Pahtiki 20, Bospan 21 en Rietfontein 48), Roodepoort, Springs, Vanderbijlpark en Vereeniging.

(2) Ondanks subklousule (1), is hierdie Ooreenkoms slegs van toepassing op werknemers vir wie minimum lone in hierdie Ooreenkoms voorgeskryf word en op die werkgewers van sodanige werknemers.

(3) Ondanks die bepalings van subklousule (1), is die bepalings van hierdie Ooreenkoms nie van toepassing op—

- (a) 'n eienaar wat sy eie voertuig bestuur en die werknemers wat in verband met die gebruik van sodanige voertuig, in diens is; en
- (b) 'n werkgewer met een vragmotor en een drywer en die werknemers van sodanige werkgewer.

employers and employees, other than those referred to in paragraph (a) of this notice, who are engaged or employed in the said Undertaking, Industry, Trade or Occupation in the areas specified in clause 1 of the Amending Agreement.

P. T. C. DU PLESSIS,
Minister of Manpower.

SCHEDULE

INDUSTRIAL COUNCIL FOR THE MOTOR TRANSPORT UNDERTAKING (GOODS)

AGREEMENT

in accordance with the provisions of the Labour Relations Act, 1956, made and entered into by and between the

Motor Transport Owners' Association of South Africa

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

Motor Transport Workers' Union (South Africa)

the

South African Transport Workers' Union

and the

African Transport Workers' Union (Regd.)

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

being the parties to the Industrial Council for the Motor Transport Undertaking (Goods),

to amend the Agreement published under Government Notice R. 2253 of 14 October 1983 as amended by Government Notice R. 1131 of 8 June 1984.

1. SCOPE OF APPLICATION

(1) The terms of this Agreement shall be observed in the Motor Transport Undertaking (Goods)—

- (a) by all employers who are members of the employers' organisation and by all employees who are members of the trade unions, who are engaged or employed therein, respectively;
- (b) in the Magisterial Districts of Alberton, Benoni, Boksburg, Brakpan [excluding those portions of the Magisterial Districts of Boksburg and Brakpan which, prior to the publication of Government Notice 1779 of 6 November 1964, fell within the Magisterial District of Heidelberg, and excluding those portions of the Magisterial District of Brakpan which, prior to 1 April 1966 and 1 July 1972 (Government Notices 498 and 871 of 1 April 1966 and 26 May 1972, respectively), fell within the Magisterial District of Nigel], Delmas, Germiston, Johannesburg, Kempton Park [excluding those portions which, prior to 29 March 1956 and 1 November 1970 (Government Notices 556 and 1618 of 29 March 1956 and 2 October 1970, respectively), fell within the Magisterial District of Pretoria], Krugersdorp [including those portions of the Magisterial District of Koster and Brits which, prior to 26 July 1963 and 1 June 1972, respectively (Government Notices 1105 of 26 July 1963 and 872 of 26 May 1972), fell within the Magisterial District of Krugersdorp], Oberholzer (excluding that portion of the Magisterial District of Oberholzer which, prior to the publication of Government Notice 1745 of 1 September 1978, fell within the Magisterial District of Potchefstroom), Randburg (excluding that portion which, prior to the publication of Government Notice 2152 of 22 November 1974, fell within the Magisterial District of Pretoria), Randfontein (including that portion of the Magisterial District of Koster which, prior to the publication of Government Notice 1105 of 26 July 1963, fell within the Magisterial District of Randfontein, but excluding the farms Moadowns 1, Holfontein 17, Leeuwpan 18, Ireton 19, Pahtiki 20, Bospan 21 and Rietfontein 48), Roodepoort, Springs, Vanderbijlpark and Vereeniging.

(2) Notwithstanding the provisions of subclause (1), the terms of this Agreement shall only apply to employees for whom minimum wages are prescribed in this Agreement and to the employers of such employees.

(3) Notwithstanding the provisions of subclause (1), the provisions of this Agreement shall not apply to—

- (a) an owner who drives his own vehicle and the employees employed in connection with such a vehicle; and
- (b) an employer who operates one truck with one driver and the employees employed by such an employer.

2. KLOUSULE 4.—LONE

In subklousules (1) en (2), vervang die bestaande tabelle deur die volgende:

2. CLAUSE 4.—WAGES

In subclauses (1) and (2), substitute the following tables for the existing tables:

	Werknemers met minder as een jaar diens by dieselfde werk-gewer op die datum van inwerkingtreding van hierdie Ooreenkoms	Werknemers met meer as een jaar maar minder as vyf jaar diens by dieselfde werk-gewer op of na die datum van inwerkingtreding van hierdie Ooreenkoms	Werknemers met vyf jaar of langer diens by dieselfde werk-gewer op of na die datum van inwerkingtreding van hierdie Ooreenkoms	Veiligheidsbeampte, Graad A, Vanaf 1-11-1985
	R	R	R	R
(1) <i>Weeklone in Gebied A vir—</i>				
(a) drywer van 'n motorfiets/driewiel	62,56	64,86	67,62	—
(b) drywer van 'n ligte motorvoertuig	62,56	64,86	67,62	—
(c) drywer van 'n medium motorvoertuig	84,64	86,48	89,70	—
(d) drywer van 'n interne motorvoertuig	84,64	86,48	89,70	—
(e) drywer van 'n swaar motorvoertuig	97,06	99,36	102,12	—
(f) drywer van 'n ekstra-swaar motorvoertuig	109,48	111,78	115,00	—
(g) veiligheidsbeampte graad A	170,66	170,66	170,66	187,68
(h) algemene werker	57,96	57,96	57,96	—
(2) <i>Weeklone in Gebied B vir—</i>				
(a) drywer van 'n motorfiets/driewiel	56,12	56,12	56,12	—
(b) drywer van 'n ligte motorvoertuig	56,12	56,12	56,12	—
(c) drywer van 'n medium motorvoertuig	71,76	71,76	71,76	—
(d) drywer van 'n interne motorvoertuig	71,76	71,76	71,76	—
(e) drywer van 'n swaar motorvoertuig	90,62	90,62	90,62	—
(f) drywer van 'n ekstra-swaar motorvoertuig	100,28	100,28	100,28	—
(g) veiligheidsbeampte graad A	170,66	170,66	170,66	187,68
(h) algemene werker	45,08	45,08	45,08	—

	Employees with less than one year's service with the same employer on the date of coming into operation of this Agreement	Employees with more than one year's service but less than five years' service with the same employer on or after the date of coming into operation of this Agreement	Employees with five years' service or more with the same employer on or after the date of coming into operation of this Agreement	Security officer, Grade A, From 1-11-1985
	R	R	R	R
(1) <i>Weekly wages in Area A for—</i>				
(a) driver of a motor cycle/motor tricycle	62,56	64,86	67,62	—
(b) driver of a light motor vehicle	62,56	64,86	67,62	—
(c) driver of a medium motor vehicle	84,64	86,48	89,70	—
(d) driver of an internal motor vehicle	84,64	86,48	89,70	—
(e) driver of a heavy motor vehicle	97,06	99,36	102,12	—
(f) driver of an extra-heavy motor vehicle	109,48	111,78	115,00	—
(g) security officer, Grade A	170,66	170,66	170,66	187,68
(h) general worker	57,96	57,96	57,96	—
(2) <i>Weekly wages in Area B for—</i>				
(a) driver of a motor cycle/motor tricycle	56,12	56,12	56,12	—
(b) driver of a light motor vehicle	56,12	56,12	56,12	—
(c) driver of a medium motor vehicle	71,76	71,76	71,76	—
(d) driver of an internal motor vehicle	71,76	71,76	71,76	—
(e) driver of a heavy motor vehicle	90,62	90,62	90,62	—
(f) driver of an extra-heavy motor vehicle	100,28	100,28	100,28	—
(g) security officer, Grade A	170,66	170,66	170,66	187,68
(h) general worker	45,08	45,08	45,08	—

3. KLOUSULE 5.—BETALING VIR OORTYDWERK

In subklousule (2), vervang die syfer "48" deur die syfer "46".

4. KLOUSULE 6.—VERBLYFTOELAE

(1) In subklousule (1) (a) (ii), vervang die syfer "R1,50" deur die syfer "R2,00".

(2) In subklousule (1) (b) (ii), vervang die syfer "R1,20" deur die syfer "R2,00".

5. KLOUSULE 10.—WERKURE EN OORTYDURE

In subklousule (1) (a), vervang die syfer "48" deur die syfer "46".

6. KLOUSULE 13.—VERLOFSOLDYFONDS

In subklousule (1) (a), in die laaste paragraaf, vervang die uitdrukking "12 uur" deur die uitdrukking "11½ uur".

7. KLOUSULE 14.—VAKANSIESOLDYBONUSFONDS

In subklousule (1) (a), vervang die bestaande tabelle deur die volgende: "in Gebied A, vir—

(i) drywer van 'n motorfiets/motordriewiel	9,00
(ii) drywer van 'n ligte motorvoertuig	9,00

3. CLAUSE 5.—PAYMENT FOR OVERTIME

In subclause (2), substitute the figure "46" for the figure "48".

4. CLAUSE 6.—SUBSISTENCE ALLOWANCE

(1) In subclause (1) (a) (ii), substitute the figure "R2,00" for the figure "R1,50".

(2) In subclause (1) (b) (ii), substitute the figure "R2,00" for the figure "R1,20".

5. CLAUSE 10.—HOURS OF WORK AND OVERTIME

In subclause (1) (a), substitute the figure "46" for the figure "48".

6. CLAUSE 13.—LEAVE PAY FUND

In subclause (1) (a), in the last paragraph, substitute the expression "11½ hours" for the expression "12 hours".

7. CLAUSE 14.—HOLIDAY PAY BONUS FUND

In subclause (1) (a), substitute the following tables for the existing tables:

"in Area A, for a—	
(i) driver of a motor cycle/motor tricycle	9,00
(ii) driver of a light motor vehicle	9,00

(iii) drywer van 'n medium motorvoertuig.....	9,60
(iv) drywer van 'n interne motorvoertuig.....	9,60
(v) drywer van 'n swaar motorvoertuig.....	11,30
(vi) drywer van 'n ekstra-swaar motorvoertuig.....	11,50
(vii) veiligheidsbeampte graad A.....	—
(viii) algemene werker.....	—

in Gebied B, vir—

(i) drywer van 'n motorfiets/motordriewiel.....	5,70
(ii) drywer van 'n ligte motorvoertuig.....	5,70
(iii) drywer van 'n medium motorvoertuig.....	7,30
(iv) drywer van 'n interne motorvoertuig.....	7,30
(v) drywer van 'n swaar motorvoertuig.....	7,40
(vi) drywer van 'n ekstra-swaar motorvoertuig.....	8,00
(vii) veiligheidsbeampte graad A.....	—
(viii) algemene werker.....	—

8. KLOUSULE 15.—SIEKTEFONDS

In subklousule (1) (a), vervang die bestaande tabelle deur die volgende:

“in Gebied A, vir—

	R	R	Veiligheids-beampte graad A	Vanaf 1-11-1985
(i) drywer van 'n motorfiets/motordriewiel.....	12,50	—		
(ii) drywer van 'n ligte motorvoertuig.....	12,50	—		
(iii) drywer van 'n medium motorvoertuig.....	16,90	—		
(iv) drywer van 'n interne motorvoertuig.....	16,90	—		
(v) drywer van 'n swaar motorvoertuig.....	19,40	—		
(vi) drywer van 'n ekstra-swaar motorvoertuig.....	21,90	—		
(vii) veiligheidsbeampte graad A.....	34,10	37,50		
(viii) algemene werker.....	11,60	—		

in Gebied B, vir—

(i) drywer van 'n motorfiets/motordriewiel.....	11,20	—
(ii) drywer van 'n ligte motorvoertuig.....	11,20	—
(iii) drywer van 'n medium motorvoertuig.....	14,30	—
(iv) drywer van 'n interne motorvoertuig.....	14,30	—
(v) drywer van 'n swaar motorvoertuig.....	18,10	—
(vi) drywer van 'n ekstra-swaar motorvoertuig.....	20,00	—
(vii) veiligheidsbeampte graad A.....	34,10	37,50
(viii) algemene werker.....	9,00	—

Vir en namens die partye by die Raad op hede die 26ste dag van Augustus 1985 in Johannesburg onderteken.

G. F. VAN NIEKERK,
Voorsitter van die Raad.

S. TSHABALALA,
Ondervoorsitter van die Raad.

E. NEL,
Sekretaris van die Raad.

No. R. 2817

20 Desember 1985

WET OP ARBEIDSVERHOUDINGE, 1956

KLERASIENYWERHEID, OOSTELIKE PROVINSIE.— WYSIGING VAN VOORSORGFONDSOOREENKOMS

Ek, Pieter Theunis Christiaan du Plessis, Minister van Mannekrag, verklaar hierby—

- (a) kragtens artikel 48 (1) (a) van die Wet op Arbeidsverhoudinge, 1956, dat die bepalings van die Ooreenkoms (hierna die Wysigingsooreenkoms genoem) wat in die Bylae hiervan verskyn en betrekking het op die Onderneming, Nywerheid, Bedryf of Beroep in die opskrif by hierdie kennisgewing vermeld, met ingang van die tweede Maandag na die datum van publikasie van hierdie kennisgewing en vir die tydperk wat op 30 April 1986 eindig, bindend is vir die werkgewersorganisasie en die vakvereniging wat die Wysigingsooreenkoms aangegaan het en vir die werkgewers en werknemers wat lede van genoemde organisasie of vereniging is; en

(iii) driver of a medium motor vehicle.....	9,60
(iv) driver of an internal motor vehicle.....	9,60
(v) driver of a heavy motor vehicle.....	11,30
(vi) driver of an extra-heavy motor vehicle.....	11,50
(vii) security officer, Grade A.....	—
(viii) general worker.....	—

in Area B, for a—

(i) driver of a motor cycle/motor tricycle.....	5,70
(ii) driver of a light motor vehicle.....	5,70
(iii) driver of a medium motor vehicle.....	7,30
(iv) driver of an internal motor vehicle.....	7,30
(v) driver of a heavy motor vehicle.....	7,40
(vi) driver of an extra-heavy motor vehicle.....	8,00
(vii) security officer, Grade A.....	—
(viii) general worker.....	—

8. CLAUSE 15.—SICK FUND

In subclause (1) (a), substitute the following tables for the existing tables:

“in Area A, for a—

	R	R	Security officer, Grade A	From 1-11-1985
(i) driver of a motor cycle/motor tricycle.....	12,50	—		
(ii) driver of a light motor vehicle.....	12,50	—		
(iii) driver of a medium motor vehicle.....	16,90	—		
(iv) driver of an internal motor vehicle.....	16,90	—		
(v) driver of a heavy motor vehicle.....	19,40	—		
(vi) driver of an extra-heavy motor vehicle.....	21,90	—		
(vii) security officer, Grade A.....	34,10	37,50		
(viii) general worker.....	11,60	—		

in Area B, for a—

(i) driver of a motor cycle/motor tricycle.....	11,20	—
(ii) driver of a light motor vehicle.....	11,20	—
(iii) driver of a medium motor vehicle.....	14,30	—
(iv) driver of an internal motor vehicle.....	14,30	—
(v) driver of a heavy motor vehicle.....	18,10	—
(vi) driver of an extra-heavy motor vehicle.....	20,00	—
(vii) security officer, Grade A.....	34,10	37,50
(viii) general worker.....	9,00	—

Signed at Johannesburg, for and on behalf of the parties to the Council, this 26th day of August 1985.

G. F. VAN NIEKERK,
Chairman of the Council.

S. TSHABALALA,
Vice-Chairman of the Council.

E. NEL,
Secretary of the Council.

No. R. 2817

20 December 1985

LABOUR RELATIONS ACT, 1956

CLOTHING INDUSTRY, EASTERN PROVINCE.— AMENDMENT OF PROVIDENT FUND AGREEMENT

I, Pieter Theunis Christiaan du Plessis, Minister of Manpower, hereby—

- (a) in terms of section 48 (1) (a) of the Labour Relations Act, 1956, declare that the provisions of the Agreement (hereinafter referred to as the Amending Agreement) which appears in the Schedule hereto and which relates to the Undertaking, Industry, Trade or Occupation referred to in the heading to this notice, shall be binding, with effect from the second Monday after the date of publication of this notice and for the period ending 30 April 1986, upon the employers' organisation and the trade union which entered into the Amending Agreement and upon the employers and employees who are members of the said organisation or union; and

(b) kragtens artikel 48 (1) (b) van genoemde Wet, dat die bepalingen van die Wysigingsooreenkoms, uitgesonderd dié vervat in klousule 1 (1), met ingang van die tweede Maandag na die datum van publikasie van hierdie kennisgewing en vir die tydperk wat op 30 April 1986 eindig, bindend is vir alle ander werkgewers en werknemers as dié genoem in paragraaf (a) van hierdie kennisgewing wat betrokke is by of in diens is in genoemde Onderneming, Nywerheid, Bedryf of Beroep in die gebiede in klousule 1 van die Wysigingsooreenkoms gespesifiseer.

P. T. C. DU PLESSIS,
Minister van Mannekrag.

BYLAE

NYWERHEIDSRaad VIR DIE KLERASIENYWERHEID, OOSTELIKE PROVINSIE

VOORSORGFONDSOOREENKOMS

Ooreenkomsig die Wet op Arbeidsverhoudinge, 1956, gesluit deur en aangegaan tussen die

Eastern Province Clothing Manufacturers' Association

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

Garment Workers' Union

(hierna die "werknemers" of die "vakvereniging" genoem), aan die ander kant

wat die partye is by die Nywerheidsraad vir die Klerasienywerheid, Oostelike Provinsie,

om die Ooreenkoms gepubliseer by Goewermenskennisgewing R. 691 van 26 April 1974, soos verleng, gewysig en hernieu by Goewermenskennisgewings R. 1322 van 30 Julie 1976, R. 1533 van 27 Augustus 1976, R. 2032 van 14 September 1979, R. 2096 van 17 Oktober 1980, R. 1216 van 28 Junie 1982, R. 181 van 10 Februarie 1984 en R. 2569 en R. 2570 van 23 November 1984, te wysig.

1. TOEPASSINGSBESTEK VAN OOREENKOMS

Hierdie Ooreenkoms moet in die Klerasienywerheid nagekom word—

- (1) deur alle werkgewers wat lede is van die werkgewersorganisasie en deur alle werknemers wat lede is van die vakvereniging;
- (2) in die landdrosdistrikte Port Elizabeth, King William's Town en Oos-Londen, en in daardie gedeelte van die landdrosdistrik Uitenhage wat kragtens Goewermenskennisgewing 1687 van 5 September 1975 vanaf die landdrosdistrik Port Elizabeth oorgeplaas is.

2. KLOUSULE 4.—VOORSORGFONDS

- (1) Vervang subklousule (3) deur die volgende:

"(3) Die Bestuurskomitee het die bevoegdheid om reëls betreffende die administrasie van die fonds op te stel, te wysig en te verander en afskrifte van sodanige wysigings moet aan die Nywerheidsregistrator gestuur word."

- (2) Vervang subklousule (7) (b) deur die volgende:

"(7) (b) Alle geld wat nie vir lopende betalings nodig is nie, moet beleë of uitgeleë word na goeddunke van die Bestuurskomitee in—

- (i) effekte, wissels of lenings wat regstreeks of onregstreeks uitgereik of gewaarborg word deur die Regering van die Republiek van Suid-Afrika of 'n munisipale of ander plaaslike bestuur;
- (ii) obligasies of sekuriteite van 'n openbare raad en op eerste verband op vaste eiendom;
- (iii) deposito's by bankinrigtings en bouverenigings;
- (iv) behuisingslenings aan lede: Met dien verstande dat die bedrag wat vir hierdie doel gebruik word, hoogstens 10 persent van die totale bates van die fonds mag uitmaak: Voorts met dien verstande dat lenings wat ooreenkomsig hierdie subparagraaf toegestaan word onderworpe is aan die voorwaardes van reëls wat die Bestuurskomitee, met die goedkeuring van die Nywerheidsregistrator, opleë; of
- (v) op enige ander manier deur die Nywerheidsregistrator, goedgekeur."

Hierdie Ooreenkoms is namens die partye op hede die 1ste dag van Augustus 1985 te Port Elizabeth onderteken.

G. HELLIWELL,
Voorsitter van die Raad.

C. M. S. GELVAN,
Ondervoorsitter van die Raad.

M. E. HOPPE,
Sekretaris van die Raad.

(b) in terms of section 48 (1) (b) of the said Act, declare that the provisions of the Amending Agreement, excluding those contained in clause 1 (1), shall be binding, with effect from the second Monday after the date of publication of this notice and for the period ending 30 April 1986, upon all employers and employees, other than those referred to in paragraph (a) of this notice, who are engaged or employed in the said Undertaking, Industry, Trade or Occupation in the areas specified in clause 1 of the Amending Agreement.

P. T. C. DU PLESSIS,
Minister of Manpower.

SCHEDULE

INDUSTRIAL COUNCIL FOR THE CLOTHING INDUSTRY, EASTERN PROVINCE

PROVIDENT FUND AGREEMENT

In accordance with the provisions of the Labour Relations Act, 1956, made and entered into by and between the

Eastern Province Clothing Manufacturers' Association

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

Garment Workers' Union

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

being the parties to the Industrial Council for the Clothing Industry, Eastern Province,

to amend the Agreement published under Government Notice R. 691 of 26 April 1974, as extended, amended and renewed by Government Notices R. 1322 of 30 July 1976, R. 1533 of 27 August 1976, R. 2032 of 14 September 1979, R. 2096 of 17 October 1980, R. 1216 of 28 June 1982, R. 181 of 10 February 1984 and R. 2569 and R. 2570 of 23 November 1984.

1. SCOPE OF APPLICATION OF AGREEMENT

The terms of this Agreement shall be observed in the Clothing Industry—

- (1) by all employers who are members of the employers' organisation and by all employees who are members of the trade union;
- (2) in the Magisterial Districts of Port Elizabeth, King William's Town and East London, and in that portion of the Magisterial District of Uitenhage which, in terms of Government Notice 1687 of 5 September 1975, was transferred from the Magisterial District of Port Elizabeth.

2. CLAUSE 4.—PROVIDENT FUND

- (1) Substitute the following for subclause (3):

"(3) The Management Committee shall have the power to make, amend and alter rules governing the administration of the fund and copies of such amendments must be forwarded to the Industrial Registrar."

- (2) Substitute the following for subclause (7) (b):

"(7) (b) Any moneys not required to meet current payments shall be invested or lent out at the discretion of the Management Committee in—

- (i) securities, bills or loans issued or guaranteed directly or indirectly by the Government of the Republic of South Africa or any municipal or other local authority;
- (ii) bonds or securities of a public board or on first mortgage of landed property;
- (iii) deposits with banking institutions and building societies;
- (iv) housing loans to members: Provided that the amount utilised for this purpose shall not exceed 10 per cent of the total assets of the Fund: Provided further that the loans granted in terms of this subparagraph shall be subject to such conditions as the Management Committee may, with the approval of the Industrial Registrar, apply; or
- (v) any other matter approved by the Industrial Registrar."

This Agreement signed at Port Elizabeth, on behalf of the parties, this 1st day of August 1985.

G. HELLIWELL,
Chairman of the Council.

C. M. S. GELVAN,
Vice-Chairman of the Council.

M. E. HOPPE,
Secretary of the Council.

No. R. 2818

20 Desember 1985

WET OP ARBEIDSVERHOUDINGE, 1956

KLERASIENYWERHEID, OOSTELIKE PROVINSIE.—
WYSIGING VAN HOOFOOREENKOMS

Ek, Pieter Theunis Christiaan du Plessis, Minister van Mannekrag, verklaar hierby—

- (a) kragtens artikel 48 (1) (a) van die Wet op Arbeidsverhoudinge, 1956, dat die bepalings van die Ooreenkoms (hierna die Wysigingsooreenkoms genoem) wat in die Bylae hiervan verskyn en betrekking het op die Onderneming, Nywerheid, Bedryf of Beroep in die opskrif by hierdie kennisgewing vermeld, met ingang van die tweede Maandag na die datum van publikasie van hierdie kennisgewing en vir die tydperk wat op 30 April 1986 eindig, bindend is vir die werkgewersorganisasie en die vakvereniging wat die Wysigingsooreenkoms aangaan het en vir die werkgewers en werknemers wat lede van genoemde organisasie of vereniging is; en
- (b) kragtens artikel 48 (1) (b) van genoemde Wet, dat die bepalings van die Wysigingsooreenkoms, uitgesonderd dié vervat in klousule 1 (1) (a), met ingang van die tweede Maandag na die datum van publikasie van hierdie kennisgewing en vir die tydperk wat op 30 April 1986 eindig, bindend is vir alle ander werkgewers en werknemers as dié genoem in paragraaf (a) van hierdie kennisgewing wat betrokke is by of in diens is in genoemde Onderneming, Nywerheid, Bedryf of Beroep in die gebiede in klousule 1 van die Wysigingsooreenkoms gespesifiseer.

P. T. C. DU PLESSIS,
Minister van Mannekrag.

BYLAE

NYWERHEIDSRAAD VIR DIE KLERASIENYWERHEID,
OOSTELIKE PROVINSIE

OOREENKOMS

ooreenkomstig die Wet op Arbeidsverhoudinge, 1956, gesluit deur en aangaan tussen die

Eastern Province Clothing Manufacturers' Association

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

Garment Workers' Union

(hierna die "werknemers" of die "vakvereniging" genoem), aan die ander kant,

wat die partye is by die Nywerheidsraad vir die Klerasienywerheid, Oostelike Provinsie,

om die Hoofdooreenkoms, gepubliseer by Goewermmentskennisgewing R. 2005 van 14 September 1979, soos gewysig en hiernieu by Goewermmentskennisgewings R. 671 van 27 Maart 1981, R. 2271 van 23 Oktober 1981, R. 1742 en R. 1743 van 20 Augustus 1982, R. 242 en R. 243 van 4 Februarie 1983, R. 2419 en R. 2420 van 4 November 1983, R. 511 van 16 Maart 1984, R. 1053 van 25 Mei 1984 en R. 2571 en R. 2572 van 23 November 1984, te wysig.

1. TOEPASSINGSBESTEK VAN OOREENKOMS

(1) Hierdie Ooreenkoms moet, behoudens subklousule (2) hiervan, in die Klerasienywerheid nagekom word—

- (a) deur alle werkgewers wat lede van die werkgewersorganisasie is en deur alle werknemers wat lede van die vakvereniging is;
- (b) in die landdrosdistrikte Port Elizabeth (met inbegrip van daardie gedeelte wat ingevolge Goewermmentskennisgewing 1515 van 4 Oktober 1963 na die landdrosdistrik Hankey oorgeplaas is), King William's Town en Oos-Londen, en in dié gedeelte van die landdrosdistrik Uitenhage wat ooreenkomstig Goewermmentskennisgewing 1687 van 5 September 1975 van die landdrosdistrik Port Elizabeth oorgeplaas is.

(2) Ondanks subklousule (1) (a), is hierdie Ooreenkoms van toepassing slegs ten opsigte van werknemers vir wie lone in die Hoofdooreenkoms voorgeskrif word.

No. R. 2818

20 December 1985

LABOUR RELATIONS ACT, 1956

CLOTHING INDUSTRY, EASTERN PROVINCE.—
AMENDMENT OF MAIN AGREEMENT

I, Pieter Theunis Christiaan du Plessis, Minister of Manpower, hereby—

- (a) in terms of section 48 (1) (a) of the Labour Relations Act, 1956, declare that the provisions of the Agreement (hereinafter referred to as the Amending Agreement) which appears in the Schedule hereto and which relates to the Undertaking, Industry, Trade or Occupation referred to in the heading to this notice, shall be binding, with effect from the second Monday after the date of publication of this notice and for the period ending 30 April 1986, upon the employers' organisation and the trade union which entered into the Amending Agreement and upon the employers and employees who are members of the said organisation or union; and
- (b) in terms of section 48 (1) (b) of the said Act, declare that the provisions of the Amending Agreement, excluding those contained in clause 1 (1) (a), shall be binding with effect from the second Monday after the date of publication of this notice and for the period ending 30 April 1986, upon all employers and employees, other than those referred to in paragraph (a) of this notice, who are engaged or employed in the said Undertaking, Industry, Trade or Occupation in the areas specified in clause 1 of the Amending Agreement.

P. T. C. DU PLESSIS,
Minister of Manpower.

SCHEDULE

INDUSTRIAL COUNCIL FOR THE CLOTHING INDUSTRY,
EASTERN PROVINCE

AGREEMENT

in accordance with the provisions of the Labour Relations Act, 1956, made and entered into by and between the

Eastern Province Clothing Manufacturers' Association

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

Garment Workers' Union

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

being the parties to the Industrial Council for the Clothing Industry, Eastern Province,

to amend the Main Agreement published under Government Notice R. 2005 of 14 September 1979, as amended and renewed by Government Notices R. 671 of 27 March 1981, R. 2271 of 23 October 1981, R. 1742 and R. 1743 of 20 August 1982, R. 242 and R. 243 of 4 February 1983, R. 2419 and R. 2420 of 4 November 1983, R. 511 of 16 March 1984, R. 1053 of 25 May 1984 and R. 2571 and R. 2572 of 23 November 1984.

1. SCOPE OF APPLICATION OF AGREEMENT

(1) Subject to the provisions of subclause (2) hereof, the terms of this Agreement shall be observed in the Clothing Industry—

- (a) by all employers who are members of the employers' organisation and by all employees who are members of the trade union;
- (b) in the Magisterial Districts of Port Elizabeth (including that portion which was, in terms of Government Notice 1515 of 4 October 1963, transferred to the Magisterial District of Hankey), King William's Town and East London, and in that portion of the Magisterial district of Uitenhage which was in terms of Government Notice 1687 of 5 September 1975, transferred from the Magisterial District of Port Elizabeth.

(2) Notwithstanding the provisions of subclause (1) (a), the terms of this Agreement shall only apply in respect of employees for whom wages are prescribed in the Main Agreement.

(3) Hierdie Ooreenkoms is nie van toepassing nie op 'n ontwerper, voorman, voorvrou, fabrieksklerk en toesighouer wat maandeliks besoldig word teen 'n hoër koers as die weekloon wat in hierdie Ooreenkoms vir sodanige werknemer voorgeskryf word, vermenigvuldig met vier en 'n derde, en wie se diensvoorwaardes onderstaande bepaling insluit:

- (a) Dat sy dienskontrak slegs met 'n maand kennisgewing beëindig mag word;
- (b) dat sy maandelikse besoldiging nie verminder mag word nie as gevolg van korttydwerk, openbare vakansiedae sonder besoldiging of tydperke van afwesigheid weens siekte van hoogstens 10 werkdade in 'n bepaalde jaar diens, behoudens die indiening van 'n mediese sertifikaat indien die werkgewer dit vereis.

2. KLOUSULE 7.—BETALING VAN LONE EN OORTYD-VERDIENSTE

Voeg die volgende nuwe subklousule (3) (m) in:

“(3) (m) bedrae ten opsigte van lenings gemaak ingevolge die reëls van die Raad se Behuisingshulpskema afgetrek mag word.”

3. KLOUSULE 20.—FONDSE VAN DIE RAAD

In hierdie klousule, vervang die woorde “twee sent” deur die woorde “vyf sent”.

Hierdie Ooreenkoms namens die partye op hede die 1ste dag van Augustus 1985 te Port Elizabeth onderteken.

G. HELLIWELL,

Voorsitter van die Raad.

C. M. S. GELVAN,

Ondervoorsitter van die Raad.

M. E. HOPPE,

Sekretaris van die Raad.

(3) The terms of this Agreement shall not apply to a designer, foreman, forewoman, factory clerk and supervisor who is remunerated monthly at a rate in excess of the weekly wage prescribed in this Agreement for such employee, multiplied by four and a third, and whose conditions of employment include the following provisions:

- (a) That his contract of service may not be terminated without a month's notice;
- (b) that his monthly remuneration may not be reduced as a result of short-time working, unpaid public holidays or periods of absence through illness not exceeding 10 working days in any one year of employment and subject to the production of a medical certificate if required by the employer.

2. CLAUSE 7.—PAYMENT OF WAGES AND OVERTIME RATES

Insert the following new subclause (3) (m):

“(3) (m) deductions may be made in respect of loans granted in terms of the rules of the Council's Housing Assistance Scheme.”

3. CLAUSE 20.—COUNCIL FUNDS

In this clause, substitute the words “five cents” for the words “two cents”.

This Agreement signed at Port Elizabeth, on behalf of the parties, this 1st day of August 1985.

G. HELLIWELL,

Chairman of the Council.

C. M. S. GELVAN,

Vice-Chairman of the Council.

M. E. HOPPE,

Secretary of the Council.

No. R. 2819

20 Desember 1985

WET OP ARBEIDSVARHOUDINGE, 1956

KATOENTEKSTIELNYWERHEID (KAAP).—VERLENGING VAN HOOFOOREENKOMS

Ek, Mattheus Willem Johannes le Roux, Direkteur: Mannekrag, behoorlik daartoe gemagtig deur die Minister van Mannekrag, verleng hierby, kragtens artikel 48 (4) (a) (i) van die Wet op Arbeidsverhoudinge, 1956, die tydperk vasgestel in Goewermentskennisgewing R. 917 van 26 April 1985, met 'n verdere tydperk wat op 31 Maart 1986 eindig.

M. W. J. LE ROUX,

Direkteur: Mannekrag.

No. R. 2819

20 December 1985

LABOUR RELATIONS ACT, 1956

COTTON TEXTILE MANUFACTURING INDUSTRY (CAPE).—EXTENSION OF MAIN AGREEMENT

I, Mattheus Willem Johannes le Roux, Director: Manpower, duly authorised thereto by the Minister of Manpower, hereby, in terms of section 48 (4) (a) (i) of the Labour Relations Act, 1956, extend the period fixed in Government Notice R. 917 of 26 April 1985, by a further period ending 31 March 1986.

M. W. J. LE ROUX,

Director: Manpower.

DEPARTEMENT VAN VERVOER

No. R. 2799

20 Desember 1985

REGULASIES AANGAANDE SKEPE EN KLEIN VAARTUIG WAT UITSLUITLIK VIR SPORT OF ONTSPANNING GEBRUIK WORD

Die Minister van Vervoerwese het kragtens paragraaf (xli)bis van artikel 356 (1) van die Handelskeepvaartwet, 1951 (Wet 57 van 1951), die regulasies in die Bylae hiervan uiteengesit, met ingang van 1 Februarie 1986 uitgevaardig.

BYLAE

HOOFTUK I

WOORDOMSKRYWINGS

1. In hierdie regulasies, tensy dit uit die samehang anders blyk, het 'n woord of uitdrukking waaraan daar in die Wet 'n betekenis geheg is, 'n ooreenstemmende betekenis, en beteken—

“aangetekende skip of vaartuig” 'n skip of vaartuig wat ingevolge hierdie regulasies aangeteken is;

DEPARTMENT OF TRANSPORT

No. R. 2799

20 December 1985

REGULATIONS REGARDING SHIPS OR SMALL VESSELS USED SOLELY FOR SPORT OR RECREATION

The Minister of Transport Affairs has, under paragraph (xli)bis of section 356 (1) of the Merchant Shipping Act, 1951 (Act 57 of 1951), made the regulations set out in the Schedule hereto, with effect from 1 February 1986.

SCHEDULE

CHAPTER I

DEFINITIONS

1. In these regulations, unless the context otherwise indicates, any word or expression to which a meaning has been assigned in the Act, has a corresponding meaning, and—

“authorised agency” means a person or organisation delegated in terms of the Act to exercise or perform such powers or duties as are required in terms of the Act;

"beheerde sportnommer" enige tipe aktiwiteit in of op die water waarby vaartuie betrokke is en wat ingevolge die reëls en onder die toesig van 'n gemagtigde instansie plaasvind;

"binnelandse waters" riviere, damme of land-omslopte watergebiede waarop die Wet ingevolge 'n verklaring deur die Minister kragtens artikel 3 (9) daarvan, van toepassing is;

"binnewaters" binnewaters ingevolge die woordomskriving in artikel 1 van die Wet op Seeverkeer, 1981 (Wet 2 van 1981);

"diensboot" 'n bakkie wat in verband met die diensing en bediening van enige skip of vaartuig gebruik word;

"die Wet" die Handelskeepvaartwet, 1951 (Wet 57 van 1951);

"ekskursie" enige sport- of ontspanningsaktiwiteit in of op die water waarby vaartuie betrokke is, behalwe 'n beheerde sportnommer;

"gemagtigde instansie" 'n persoon of organisasie aan wie ingevolge die Wet volmag verleen is om sodanige bevoegdhede of pligte as wat ooreenkomstig die Wet vereis word, uit te oefen of te verrig;

"grootsee" die see anderkant die visserysone;

"handelshawe" 'n hawe kragtens die woordomskriving van hawens in artikel 1 van die Wet op Suid-Afrikaanse Vervoerdienste, 1981 (Wet 65 van 1981);

"kategorie" wanneer gebruik om 'n skip of 'n vaartuig te omskryf, die kategorie waarvolgens 'n skip of vaartuig kragtens hierdie regulasies geïdentifiseer word, soos volg:

Kategorie A—Skepe of vaartuie wat ter see gebruik, hanteer of bedryf word.

Kategorie AI—Kragaangedrewe een-rompige of meer-rompige vaartuie met 'n binneboordenjin of meer as een buiteboordenjin:

(1) Voldek vaartuie en natdek vaartuie uitgesonderd opblaasvaartuie, met afdrup- en ingeboude dryfbaarheidstelsels;

(2) deeldek vaartuie, uitgesonderd opblaasvaartuie;

(3) vaartuie, ander as opblaasvaartuie, en ander as dié in kategorieë AI (1) en AI (2) bedoelde vaartuie; en

(4) opblaasvaartuie,

Kategorie AII—Seilvaartuie:

(1) Self-regdraai vaartuie;

(2) meer-rompige vaartuie van 6 meter en langer; en

(3) nie-self-regdraai een-rompige vaartuie en meer-rompige vaartuie van minder as 6 meter in lengte.

Kategorie AIII—Vaartuie ander as dié in kategorieë AI of AII bedoelde vaartuie:

(1) Vaartuie, insluitende opblaasvaartuie met slegs een buiteboordenjin toegerus; en

(2) ander vaartuie.

Kategorie B—Vaartuie wat op binnelandse waters gebruik, hanteer of bedryf word;

"kragaangedrewe" wanneer gebruik om 'n skip of vaartuig te omskryf, 'n skip of vaartuig wat geheel en al of gedeeltelik deur 'n ander metode as deur mense, diere, wind of water voortgedryf word;

"meer-rompige vaartuig" 'n vaartuig waarvan die dryfbaarheid op water van meer as een romp of, andersins van een romp en dryfbare aanhangsels of papegaai-stokke afhanklik is;

"meergebied" 'n gebied wat as 'n meergebied kragtens artikel 2 (1) (a) van die Meergebiede Ontwikkelingswet, 1975 (Wet 39 van 1975) geproklameer is;

"category" when used to describe a ship or vessel, means the category according to which a ship or vessel is identified in terms of these regulations, as follows:

Category A—Ships or vessels being used, handled or operated at sea.

Category AI—Power-driven mono-hulled or multi-hulled vessels fitted with an inboard engine or with more than one outboard engine:

(1) Fully-decked vessels and wet deck vessels, other than inflatable vessels, being self-draining with built-in buoyancy;

(2) partially decked vessels, other than inflatable vessels;

(3) vessels, other than inflatable vessels, not contemplated in categories AI (1) and AI (2); and

(4) inflatable vessels.

Category AII—Sailing vessels:

(1) Self-righting vessels;

(2) multi-hulled vessels 6 metres and more in length; and

(3) non self-righting monohulled vessels and multi-hulled vessels less than 6 metres in length.

Category AIII—Vessels not contemplated under AI or AII:

(1) Vessels, including inflatable vessels, fitted with one only outboard engine; and

(2) other vessels.

Category B—Vessels used, handled or operated on inland waters.

"commercial harbour" means a harbour in terms of the definition of harbours in section 1 of the South African Transport Services Act, 1981 (Act 65 of 1981);

"controlled event" means any type of activity in or on water, involving vessels, which takes place under the rules and supervision of an authorised agency;

"excursion" means any sporting or recreational activity in or on water, involving vessels, other than a controlled event;

"fishing harbour" means a fishing harbour in terms of the definition in section 1 of the Sea Fisheries Act, 1973 (Act 58 of 1973);

"fishing zone" means the fishing zone in terms of section 3 of the Territorial Waters Act, 1963 (Act 87 of 1963);

"high seas" means the sea beyond the fishing zone;

"inflatable vessel" means a vessel of which the buoyancy depends on separate inflated airtight chambers which may be either completely collapsable or fitted with a rigid bottom section;

"inland waters" means rivers, dams or land-locked water areas to which the Act applies in terms of a declaration by the Minister in terms of section 3 (9) thereof;

"internal waters" means internal waters in terms of the definition in section 1 of the Marine Traffic Act, 1981 (Act 2 of 1981);

"lake area" means an area proclaimed as a lake area in terms of section 2 (1) (a) of the Lake Areas Development Act, 1975 (Act 39 of 1975);

"local authority" means a local authority in terms of the definition in section 1 of the Sea-shore Act, 1935 (Act 21 of 1935);

“onderwater-oppervlak” die oppervlak van die onderwater gedeelte van ’n vaartuig se romp;

“oopsee” die see verder as 500 meter vanaf die laagwatermerk;

“opblaasvaartuig” ’n vaartuig waarvan die dryfbaarheid afhanklik is van afsonderlike opgeblaasde lugdigte kamers wat of geheel en al afgeblaas kan word of met ’n onbuigbare boomstuk toegerus is;

“plaaslike owerheid” ’n plaaslike owerheid kragtens die omskrywing in artikel 1 van die Strandwet, 1935 (Wet 21 van 1935);

“projektiel fakkelstel” ’n stel fakkels wat ontwerp is om opwaarts met ’n handlanseertuig geskiet te word;

“strand” die strand kragtens die omskrywing in artikel 1 van die Strandwet, 1935 (Wet 21 van 1935);

“self-regdraai vaartuig” ’n vaartuig wat toegerus is met ’n vaste kiel wat met ballas gelaai is om die vaartuig, met alle toerusting en seile in posisie, vanaf 90°-oorhelling regop te draai;

“skipper” ’n gesagvoerder, kragtens artikel 2 van die Wet, van ’n vaartuig of skip van minder as 100 bruto tonnemaat;

“territoriale waters” die territoriale waters kragtens artikel 2 van die Wet op Territoriale Waters, 1963 (Wet 87 van 1963);

“vaartuig” ook ’n skip of vaartuig, maar uitsluitende ’n diensboot, wat vir sport en ontspanning gebruik word;

“visserysone” die visserysone kragtens artikel 3 van die Wet op Territoriale Waters, 1963 (Wet 87 van 1963); en

“vissershawe” die vissershawe kragtens die omskrywing in artikel 1 van die Wet op Seevisserye, 1973 (Wet 58 van 1973).

HOOFSTUK II

BEHEERDE SPORTNOMMERS EN EKSURSIES

Beheerde sportnommers

2. (1) Die eienaar of skipper van ’n vaartuig wat aan enige beheerde sportnommer in die Republiek deelneem, is, ten opsigte van sodanige vaartuig en vir die duur van die sportnommer, insluitende voorafgaande oefeninge en proewe, van hierdie regulasies vrygestel, tensy anders aangedui.

(2) ’n Gemagtigde instansie moet voordat enige beheerde sportnommer plaasvind toestemming van die Direkteur-generaal verkry om sodanige sportnommer te reël en daarvoor toesig te hou.

(3) Enige aansoek om sodanige toestemming moet, in die geval van sportnommers ter see, aan die eerste beamppte by die naaste handelshawe gerig word en hy sal die reg hê om volle besonderhede met betrekking tot die beheerde sportnommer, die reëls en die metode van toesig wat toegepas sal word, aan te vra.

(4) Die Direkteur-generaal kan staande toestemming om beheerde sportnommers te reël en daarvoor toesig te hou aan ’n besondere gemagtigde instansie verleen en hy kan sodanige toestemming te enige tyd in sy diskresie terugtrek.

Ekskursies

3. Die eienaar of skipper van ’n vaartuig wat nie aan ’n beheerde sportnommer deelneem nie, moet aan die vereistes van hierdie regulasies voldoen in die mate wat dit op sodanige vaartuig van toepassing is.

“multi-hulled vessel” means a vessel of which the buoyancy on water depends on more than one hull, or, otherwise, on one hull and floating appendages or outriggers;

“open sea” means the sea beyond 500 metres from the low-water mark;

“projectile flare set” means a set of flares which is designed to be propelled upwards by means of a hand-operated launching device;

“power-driven” when used to describe a ship or vessel, means a ship or vessel which is wholly or partially propelled by a method other than by humans, animals, wind or water;

“recorded ship or vessel” means a ship or vessel recorded in terms of these regulations;

“seashore” means the seashore in terms of the definition in section 1 of the Sea-shore Act, 1935 (Act 21 of 1935);

“self-righting vessel” means a vessel fitted with a fixed keel, ballasted to right the vessel from a 90° heel, with all equipment and sails in position;

“skipper” means master, in terms of section 2 of the Act, of a vessel or ship of less than 100 gross tonnage;

“tender” means a dinghy used in connection with the servicing and tending of any ship or vessel;

“territorial waters” means the territorial waters in terms of section 2 of the Territorial Waters Act, 1963 (Act 87 of 1963);

“the Act” means the Merchant Shipping Act, 1951 (Act 57 of 1951);

“vessel” also means a ship or vessel, but excluding a tender, used for sport or recreation; and

“wetted surface” means the surface area of the underwater part of the hull of a vessel, corresponding to the normal operating condition thereof.

CHAPTER II

CONTROLLED EVENTS AND EXCURSIONS

Controlled events

2. (1) The owner or the skipper of a vessel which participates in any controlled event in the Republic is, in respect of such vessel and for the duration of the event, including preliminary exercises or trials, exempted from these regulations, unless otherwise indicated.

(2) An authorised agency shall, prior to any controlled event taking place, obtain permission from the Director-General to arrange and supervise such an event.

(3) Any application for such permission is in the case of a controlled event at sea, to be directed to the principal officer at the nearest commercial harbour and he shall have the right to request full details regarding the controlled event and the rules and the manner of supervision to be applied.

(4) The Director-General may extend a standing permission to arrange and supervise controlled events to a particular authorised agency and he may at any time at his discretion withdraw such permission.

Excursions

3. The owner or skipper of a vessel which is not participating in a controlled event, shall in respect of such vessel comply with the provisions of these regulations to the extent that they apply to such vessel.

HOOFSTUK III**EENVORMIGE TOEPASSING VAN VOORWAARDES**

4. (1) 'n Persoon of organisasie wat jurisdiksie oor die strand, die see of binnelandse waters het, kan ten opsigte van die aangeleenthede wat in die Wet behandel word, nie van die eienaar of skipper van 'n vaartuig vereis om aan enige ander voorwaardes as wat in hierdie regulasies neergelê is, te voldoen nie: Met dien verstande dat, tensy andersins aangedui, die bepalings van hierdie regulasie nie op 'n vaartuig in 'n handelshawe; 'n vissershawe of meergebied van toepassing is nie.

(2) Nieteenstaande die bepalings van subregulasie (1) is die eienaar of skipper van 'n vaartuig onderworpe aan die wette of reëls van die owerheid, persoon of organisasie wat jurisdiksie oor die see, strand, of binnelandse waters het, of wat beheer het oor vaartuie wat toegang tot die see of binnelandse waters verkry vir sover dit ander aangeleenthede as dié in subregulasie (1) vermeld, raak: Met die verstande dat sulke wette en reëls nie teenstrydig met die Wet is nie.

(3) Die eienaar of skipper van 'n vaartuig wat deur 'n owerheid, persoon of organisasie wat daartoe bevoeg is, verbied word om van 'n hawe weg te vaar op grond daarvan dat die vaartuig in 'n onsewaardige toestand is of dat die skipper onbevoeg is, het, na gelang van die geval die reg om 'n inspeksie van die genoemde vaartuig of 'n bevoegdheidstoets van die skipper deur 'n bevoegde beampte aan te vra.

(4) Die bevoegde beampte se bevindings bevestig of verklaar enige ander bevindings ongeldig. As die vaartuig onsewaardig of die skipper onbevoeg bevind word, word 'n bedrag van vyftig rand (R50) deur die eienaar of die skipper aan die Staat betaal.

HOOFSTUK IV**AANTEKENING VAN BESONDERHEDE VAN VAARTUIE**

5. (1) Die eienaar van 'n vaartuig, behalwe 'n in kategorie AIII (2) bedoelde vaartuig en insluitend 'n vaartuig wat aan 'n beheerde sportnommer deelneem, moet, voordat sodanige vaartuig op see of op binnelandse waters gebruik word, 'n identifikasienommer, deur die Direkteur-generaal toegeken, van die Direkteur-generaal, 'n eerste beampte of 'n gemagtigde instansie verkry.

(2) Die genoemde eienaar moet, wanneer aansoek om die identifikasienommer gedoen word, die volgende gegewens verstrek:

- (a) die naam, die identiteitsnommer en adres van die wetlike eienaar of, in die geval van 'n kredietooreenkoms kragtens die Wet op Kredietooreenkomste, 1980 (Wet 75 van 1980), die naam, die identiteitsnommer en die adres van die kredietopnemer (koper); en
- (b) volle besonderhede van die vaartuig sodat die kategorie daarvan bepaal kan word.

(3) Die eienaar moet die identifikasienommer op 'n permanente deel van die vaartuig op 'n permanente wyse laat verf of graveer en moet die naam in 'n sigbare vorm op enige deel van die romp laat verf.

(4) Die eienaar van 'n vaartuig ten opsigte waarvan 'n identifikasienommer verkry is, moet die Direkteur-generaal, eerste beampte of gemagtigde instansie van wie hy die identifikasienommer verkry het, van enige verandering in eienaarskap van die vaartuig en van enige verandering van die eienaar se adres verwittig.

CHAPTER III**UNIFORM APPLICATION OF CONDITIONS**

4. (1) A person or organisation who has jurisdiction over the seashore, the sea or inland waters, shall, in regard to the matters dealt with in the Act, not require of the owner or skipper of a vessel to comply with any conditions, other than the conditions laid down in these regulations: Provided that the provisions of this subregulation shall not apply to a vessel which is in a commercial harbour, a fishing harbour, or lake area, unless otherwise stated.

(2) Notwithstanding the provisions of subregulation (1), the owner or skipper of a vessel shall be subject to the laws or rules of the authority, person or organisation who has jurisdiction over the sea, the seashore or inland waters or who has control over vessels gaining access to the sea or inland waters in regard to matters other than the matters contemplated in subregulation (1): Provided that such laws or rules are not in conflict with the Act.

(3) The owner or skipper of a vessel which is not allowed by a person or organisation who has the power to do so, to be navigated away from any port on the grounds that either the said vessel is in an unseaworthy state or that the skipper is not competent, shall have the right to request an inspection of the said vessel or a competence test of the skipper, whichever is the case, by a proper officer.

(4) The findings of the proper officer shall confirm or overrule any other findings.

(5) In the event of the vessel being found in an unseaworthy state or the skipper being found incompetent by the proper officer, the said owner or the skipper shall be required to pay an amount of R50 to the State.

CHAPTER IV**RECORDING DETAILS OF VESSELS**

5. (1) The owner of a vessel, other than a vessel of category AIII (2), and including a vessel participating in a controlled event, is required to obtain an identification number, allocated by the Director-General, from the Director-General, a principal officer or an authorised agency, prior to using such vessel at sea or on inland waters.

(2) The said owner is required to furnish the following particulars when applying for the identification number.

- (a) the name, the identity number and the address of the legal owner or, in the case of a credit agreement in terms of the Credit Agreement Act, 1980 (Act 75 of 1980), the name, the identity number and the address of the credit receiver (buyer); and
- (b) full details of the vessel so that the category thereof may be established.

(3) The owner shall cause the identification number to be painted or engraved in a permanent way on a permanent feature of the vessel and shall cause its name to be painted in a visible form on any part of the hull.

(4) The owner of a vessel in respect of which an identification number has been obtained, shall advise the Director-General, principal officer or authorised agency from whom he has obtained the identification number, of any change of ownership of the vessel and of any change in address of the owner.

(5) Die eienaar van 'n vaartuig ten opsigte waarvan 'n identifikasienuommer verkry is, moet die Direkteur-generaal, eerste beambte of gemagtigde instansie van wie hy die identifikasienuommer verkry het, in kennis stel as die genoemde vaartuig—

- (a) permanent aan diens onttrek word;
- (b) verander word as gevolg waarvan sy kategorie sal verander;
- (c) van hom verwyder word op 'n ander wyse as by wyse van verkoping; of
- (d) vermis raak.

(6) 'n Gemagtigde instansie wat identifikasienuommers toeken, moet aan die einde van elke maand die eerste beambte by die naaste handelshawe van die besonderhede in kennis stel wat ingevolge subregulasies (2), (4) en (5) verstrek is ten opsigte van die toegekende nommers.

HOOFTUK V

BEPERKINGS OP EKSURSIES

Eksursiebesonderhede moet agtergelaat word

6. (1) Alvorens die eienaar of skipper met 'n vaartuig van 'n hawe wegvaar, moet hy inligting met betrekking tot—

- (a) die identifikasie van die vaartuig, te wete die naam (indien enige), die nommer, tipe en fabrikaat;
- (b) die name van die opvarendes;
- (c) die beoogde plek of plekke en verwagte tye van vertrek en aankoms; en
- (d) die beoogde koerse in terme van rigtings en afstande agterlaat.

(2) Die voormelde inligting moet aan een of meer van die volgende persone of organisasies oorgedra word:

- (a) 'n lid van die gesin, 'n familielid of 'n vriend wat by die eienaar of skipper se verblyfplek of by die vertrekplek agterbly;
- (b) as die eienaar of skipper verblyf het in 'n hotel, losieshuis, behuisingkompleks, woonwapark, kampeerterrein of soortgelyke akkommodasiesentrum, die persoon in beheer of ander verantwoordelike persoon by sodanige verblyfplek;
- (c) die persoon (indien enige) in beheer van 'n hawe of die persoon in beheer van die vertrek en aankoms van vaartuie by 'n handelshawe of 'n vissershawe;
- (d) 'n gemagtigde instansie; of
- (e) die naaste SA Polisiestasie.

(3) Dit is die plig van die persone of organisasies in paragrawe (a) tot (d) van subregulasie (2) gemeld, om enige kennis van nood of ongeval of enige vermoede van sodanige nood of ongeval by die naaste SA Polisiestasie aan te meld.

(4) Nieteenstaande die bepalings van subregulasie (2), moet die eienaar of skipper van 'n vaartuig wat vanaf 'n handelshawe of 'n vissershawe vaar, aan die betrokke hawe-owerhede sodanige inligting verstrek as wat deur hulle verlang word.

Vaartuie mag nie verder as sekere afstande van die oewer op see gebruik word nie

7. (1) 'n Vaartuig wat onder een van die ondergemelde kategorieë ressorteer, mag nie verder as die aangeduide afstande, as maksimumafstande vir mooiweertoestande,

(5) The owner of a vessel in respect of which an identification number has been obtained, shall advise the Director-General, principal officer or authorised agency from whom he has obtained the identification number, if the said vessel—

- (a) is permanently withdrawn from service;
- (b) is modified as a result of which its category is changed;
- (c) is removed from him in any other way than being sold; or
- (d) has been lost.

(6) An authorised agency who allocates identification numbers, shall at the end of each month advise the principal officer at the nearest commercial harbour of the details furnished in terms of subregulations (2), (4) and (5) in respect of the numbers allocated.

CHAPTER V

LIMITATIONS ON EXCURSIONS

Excursion details to be left

6. (1) Before the owner or the skipper navigates a vessel away from a port, he shall leave information as to—

- (a) the identity of the vessel, to wit, the name (if any), the number, type and make;
- (b) the names of the occupants;
- (c) the intended place or places and expected times of departure and arrival; and
- (d) the intended course in terms of directions and distances.

(2) The aforementioned information is to be conveyed to either one or more of the following persons or organisations:

- (a) A member of the family, a relative or a friend remaining at the owner's or skipper's abode or at the place of departure;
- (b) in the event of the owner or the skipper residing in a hotel, boarding house, housing complex, caravan park, camping site or similar accommodation centre, the person in charge or other responsible person at such place of residence;
- (c) the person (if any) in charge of a port or the person in charge of the departure and arrival of vessels at a commercial harbour or a fishing harbour;
- (d) an authorised agency; or
- (e) the nearest SA Police Station.

(3) It shall be the duty of the persons or organisations mentioned in paragraphs (a) to (d) of subregulation (2) to report any knowledge of distress or mishap or any suspicion of such distress or mishap to the nearest SA Police Station.

(4) Notwithstanding the provisions of subregulation (2), the owner or skipper of a vessel navigating from a commercial harbour or a fishing harbour, shall furnish any such information as may be required by the harbour authorities involved.

Vessels not to be used on the sea beyond certain distances from the shore

7. (1) A vessel falling under any of the undermentioned categories is not to be used on the sea beyond the distances, as maximum distances for fine weather conditions, as indicated, on the seaward side of the low-water mark: Provided

aan die seewaartse kant van die laagwatermerk op see gebruik word nie: Met dien verstande dat die Direkteur-generaal hierdie afstande ten opsigte van bepaalde seegebiede of onder bepaalde omstandighede kan verminder indien hy dit in die openbare belang nodig ag:

AI (1) en AI (2), 9 meter en meer in lengte	Geen beperkings maar met inagneming van regulasies 8 (1), 8 (2) en 8 (3) en met dien verstande dat 'n opblaasredingsvlot aan boord gedra word; andersins 40 seemyl;
AI (1) en AI (2), 5 meter en meer maar minder as 9 meter in lengte	40 seemyl;
A (1) en AI (2), minder as 5 meter in lengte	20 seemyl;
AI (3), 5 meter en meer in lengte ..	20 seemyl;
AI (3), minder as 5 meter in lengte en AI (4)	10 seemyl;
AIII (1)	1 seemyl;
AII (1) en AII (2)	Geen beperking maar met inagneming van regulasies 8 (1), 8 (2) en 8 (3) en die voorgeskrewe veiligheidsvoorskrifte; en
AII (3) en AIII (2)	1 000 meter maar nie verder nie as 500 meter buite die verste branders van die kus en met dien verstande dat die vaartuig slegs in 'n seegebied mag vaar wat grens aan 'n strandgebied wat onder die jurisdiksie van 'n plaaslike owerheid ressorteer.

(2) 'n Vaartuig van minder as 6 meter in lengte wat onder kategorieë AI (3) of AI (4) ressorteer en 'n vaartuig van enige lengte wat onder kategorieë AII (3) of AIII ressorteer, mag nie tussen skemeraand en dagbreek gebruik word nie.

(3) Nieteenstaande die bepalings van subregulasie (2), moet die eienaar of skipper van 'n vaartuig voldoen aan sodanige wette en reëls wat met betrekking tot die tye van toegang tot en die gebruik van die see en binnelandse waters deur 'n persoon of organisasie wat jurisdiksie oor die strand, see of binnelandse waters het, neergelê is.

Ekskursies en beheerde sportnommers is tot die Republiek se binnewaters, territoriale waters en visserysone beperk

8. (1) Die eienaar of die skipper van 'n vaartuig, insluitende 'n vaartuig wat aan 'n beheerde sportnommer deelneem, moet sorg dra dat die vaartuig nie buite die binnewaters, territoriale waters of visserysone van die Republiek, Transkei, Ciskei en Suidwes-Afrika vaar nie.

(2) Die eienaar of die skipper van 'n vaartuig moet nie toelaat dat die vaartuig vanaf 'n ander plek as 'n hawe in die Republiek of Suidwes-Afrika vaar nie: Met dien verstande dat die eienaar of die skipper van 'n vaartuig, wat vanaf 'n hawe in die Transkei of Ciskei vaar, toestemming van die Direkteur-generaal, die eerste beambte by die handelshawes te Durban, Oos-Londen of te Port Elizabeth of 'n gemagtigde instansie moet verkry om in die binne waters, territoriale waters of visserysone van die Republiek, te vaar.

(3) Die eienaar of die skipper van 'n vaartuig moet sorg dra dat die wette van die Ciskei, Transkei en Suidwes-Afrika met betrekking tot daardie landse se binnewaters, territoriale waters en visserysone nagekom word terwyl die vaartuig daarin vaar.

Getal van persone aan boord word beperk

9. In die geval van 'n vaartuig van minder as 6 meter in lengte wat onder kategorie AI (3) of kategorie AII (3) ressorteer, of 'n vaartuig van minder as 5 meter in lengte wat onder kategorie AIII ressorteer, mag die getal persone aan boord nie meer wees nie as een per volle meter van die lengte van die vaartuig, tensy anders deur die Direkteur-generaal gemagtig.

that the Director-General may reduce these distances in respect of particular areas of the sea or under particular circumstances if he deems it to be necessary in the public interest:

AI (1) and AI (2), 9 metres or more in length	No limitation, provided an inflatable liferaft is carried aboard and with due regard to regulations 8 (1), 8 (2) and 8 (3); otherwise 40 nautical miles;
AI (1) and AI (2), 5 metres or more but less than 9 metres in length	40 nautical miles;
AI (1) and AI (2), less than 5 metres in length	20 nautical miles;
AI (3), 5 metres or more in length	20 nautical miles;
AI (3), less than 5 metres in length and AI (4)	10 nautical miles;
AIII (1)	1 nautical mile;
AII (1) and AII (2)	No limitation but with due regard to regulations 8 (1), 8 (2) and 8 (3) and the prescribed safety equipment requirements; and
AII (3) and AIII (2)	1 000 metres but not further than 500 metres outside the breakers furthest from the shore and provided that the vessel may ply only in a sea area which is adjacent to a seashore area under the jurisdiction of a local authority.

(2) A vessel under 6 metres in length falling under categories AI (3) or AI (4) and a vessel of any length falling under categories AII (3) or AIII, shall not be used between the hours of dusk and dawn.

(3) Notwithstanding the provisions of subregulation (2), the owner or the skipper of a vessel shall comply with such laws or rules laid down by a person or organisation who has jurisdiction over the seashore, sea or inland waters in regard to the times of access to and the use of the sea or inland waters.

Excursions and controlled events to be limited to the Republic's internal waters, territorial waters and fishing zone

8. (1) The owner or the skipper of a vessel, including a vessel participating in a controlled event, shall ensure that the vessel is not navigated outside the internal waters, territorial waters and fishing zones of the Republic, Transkei, Ciskei and South West Africa.

(2) The owner or the skipper of a vessel shall not allow a vessel to be navigated from a place other than a port in the Republic or South West Africa: Provided that the owner or the skipper of a vessel sailing from a port in the Transkei or Ciskei has to obtain permission from the Director-General, the principal officer at the commercial harbours at Durban, East London or at Port Elizabeth or an authorised agency to navigate in the internal waters, territorial waters or fishing zone of the Republic.

(3) The owner or the skipper of a vessel shall ensure that the laws of the Ciskei, Transkei and South West Africa relating to the internal waters, territorial waters and fishing zones of those countries are observed whilst navigating therein.

Number of persons aboard are limited

9. In the case of a vessel of less than 6 metres in length falling under category AI (3) or category AII (3), or a vessel of less than 5 metres in length falling under category AIII, the number of persons on board shall not exceed one per whole metre of the length of the vessel, unless otherwise authorised by the Director-General.

Algemene beperkings

10. Op die in regulasie 9 bedoelde vaartuie moet enige punt van moontlike wateringang te alle tye meer as 200 millimeter bokant die watervlak wees terwyl die vaartuig dryf.

11. Die skipper van 'n krag-aangedrewe vaartuig moet aan die begin van 'n reis sorgdra dat die vaartuig 'n voldoende hoeveelheid brandstof vir die beoogde reis, asook 'n reserwe van 25 persent van sodanige hoeveelheid, aan boord het.

HOOFSTUK VI**VEILIGHEIDSMATREËLS****Ontwerp en konstruksie en krag- en ander installasies en toestelle**

12. (1) Alle vaartuie moet met inagneming van gesonde ontwerppraktyke en konstruksiemetodes gebou word, terwyl geskikte materiaal van goeie gehalte gebruik moet word.

(2) 'n Vaartuig moet op so 'n wyse gebou of met dryfvermoë toegerus word dat dit vir 'n tydperk van minstens 48 uur in ewewig of so na as prakties moontlik daaraan, kan dryf wanneer dit heeltemal oorstroom of verswelg is of omgeslaan het. Met dien verstande dat as 'n vaartuig nie sodanig gebou of toegerus is nie, dit ingevolge reël (1) van Aanhangel B toegerus moet wees.

(3) Die eienskappe soos in Aanhangel A uiteengesit moet in die ontwerp en konstruksie van 'n vaartuig opgeneem word.

(4) Die eienaar of skipper van 'n vaartuig moet sorg dra dat die vaartuig, die kraginstallasies of ander aandrywingsapparaat of ander toestelle of toerusting, ooreenkomstig die vereistes soos in Aanhangel A uiteengesit, in stand gehou word.

Veiligheidstoestelle en toerusting, berging en beveiliging

13. (1) Die eienaar of skipper van 'n vaartuig moet die toerusting ooreenkomstig die vereistes in Aanhangel B bepaal, aan boord van die vaartuig in stand hou.

(2) Die eienaar of skipper van 'n vaartuig moet terwyl die vaartuig deur die branding, baie onstuimige waters of gure weersomstandighede vaar, sorg dra dat die persoonlike dryfhulpmiddel ("PBA") of reddingsbaadjie, soos in Aanhangel B voorgeskryf, deur al die insittendes van die vaartuig gedra word, tensy die skipper van die genoemde vaartuig onder sekere omstandighede van mening is dat sodanige optrede nie in die beste belang van die insittendes sal wees nie.

(3) Die reddingsbaadjies en dryfhulpmiddels wat in Aanhangel B voorgeskryf word, moet van 'n tipe en gehalte wees soos deur die Direkteur-generaal goedgekeur.

Veilige vaarreëls

14. (1) Die eienaar of skipper van 'n vaartuig moet te alle tye sorg dra dat dit ooreenkomstig die regulasies in verband met botsings, sowel as ooreenkomstig reëls wat vir 'n bepaalde seegebied of binnelandse waters deur 'n persoon of organisasie wat jurisdiksie oor die see, strand of binnelandse waters het, voorgeskryf mag word, gestuur of andersins bedryf word. Met dien verstande dat sulke reëls nie teenstrydig met die Wet mag wees nie.

(2) Die skipper van enige vaartuig wat in 'n oorvol gebied gebruik word, moet te alle tye die beperkings van sy vaartuig in gedagte hou en die teenwoordigheid van ander vaartuie in die omgewing waarneem.

(3) 'n Skipper moet uiterste versigtigheid aan die dag lê en voorkom dat hy enige gebied wat afgesonder is vir 'n bepaalde watersport of ontspanningsaktiwiteit, behalwe dit wat deur hom beoefen word, binnegaan.

General limitations

10. On the vessels contemplated in regulation 9 any point of possible ingress of water shall at all times be more than 200 millimetres above the surface of the water while the vessel is floating.

11. The skipper of a power-driven vessel shall at the start of any voyage ensure that the vessel has aboard a sufficient quantity of fuel for the intended voyage, plus a reserve of 25 per cent of that quantity.

CHAPTER VI**SAFETY MEASURES****Design and construction and power and other installations and appliances**

12. (1) All vessels shall be constructed with due regard to sound design practice and methods of construction, while suitable materials of good quality are to be used.

(2) A vessel shall be constructed or fitted with buoyancy in such a way that it will remain afloat on an even keel or as near an even keel as practicable for a period of not less than 48 hours when completely flooded, swamped or capsized: Provided that, if a vessel is not so constructed or fitted, it shall be equipped in accordance with rule (1) of Annexure B.

(3) The features as specified in Annexure A shall be incorporated in the design and construction of a vessel.

(4) The owner or skipper of a vessel shall cause the vessel, the power installations or other apparatus of propulsion, or other appliances or equipment to be maintained in accordance with the requirements prescribed in Annexure A.

Safety appliances and equipment, stowage and security

13. (1) The owner or skipper of a vessel shall maintain the equipment aboard the vessel in accordance with the requirements as prescribed in Annexure B.

(2) The owner or skipper of a vessel shall ensure that the personal buoyancy aid (PBA) or life-jacket, as prescribed in Annexure B, is worn by all the occupants of the vessel during such times as the vessel is proceeding through the surf, heavy turbulent waters or during inclement weather conditions, unless the skipper considers under certain circumstances that such action would not be in the best interest of the occupants.

(3) The lifejackets and buoyancy aids which are prescribed in Annexure B shall be of a type and quality as approved by the Director-General.

Safety of navigation rules

14. (1) The owner or the skipper of a vessel shall at all times cause it to be navigated or otherwise operated in accordance with the collisions regulations as well as in accordance with such rules as may be prescribed for a particular area of the sea or inland waters by a person or organisation who has jurisdiction over the sea, seashore or inland waters: Provided that such rules shall not be in conflict with the Act.

(2) The skipper of any vessel which is used in a congested area shall at all times bear in mind the limitations of his own vessel and observe the presence of other vessels in the vicinity.

(3) A skipper shall exercise extreme caution at all times and refrain from entering any area set aside for the purpose of a specific water sport or recreational activity, other than that practised by him.

Kleur van vaartuie ter see

15. (1) Die eienaar of skipper van 'n vaartuig, ongeag die aandrywingsmetode daarvan, wat in die see gebruik word, moet sorg dra dat so 'n groot oppervlakte van die binnekant van 'n oop vaartuig of die dek van 'n dekvaartuig as wat moontlik is, in sodanige kleur geverf of gekleur word sodat die vaartuig in enige seetoestand maklik van bo af sigbaar sal wees.

(2) As sodanige vaartuig nie aldus geverf of gekleur is nie, moet dit 'n stuk seildoek of 'n doek van 'n soortgelyke geskikte materiaal wat aldus geverf of gekleur is en wat groot genoeg is om oor die volle breedte van die vaartuig gespan te word, geredelik beskikbaar aan boord hê: Met dien verstande dat as so 'n vaartuig 'n reghoekige voorwerp aanboord het wat aldus geverf of gekleur is en waarvan die kante gelyk aan die breedte van die vaartuig (maar nie minder nie as 1 meter) is en wat kan dryf terwyl dit oopgesprei en aan die vaartuig vasgemaak is, dit nie vereis word dat sodanige seildoek of doek van soortgelyke materiaal aan boord moet wees nie.

Inspeksie van vaartuie

16. (1) Die eienaar of die skipper van 'n vaartuig moet, terwyl sodanige vaartuig in die see, op die strand, by 'n hawe of in binnelandse waters of op die oewer van sodanige waters is, te enige tyd 'n inspeksie van die genoemde vaartuig en van die toestelle en toerusting aan boord, deur 'n bevoegde beampte of 'n gemagtigde instansie, of deur 'n persoon of organisasie wat jurisdiksie oor die see, strand, hawe of binnelandse waters het, toelaat.

(2) 'n Bevoegde beampte of 'n gemagtigde instansie of 'n persoon of organisasie wat jurisdiksie oor die see, strand, 'n hawe of binnelandse waters het, kan die eienaar of die skipper van 'n vaartuig te enige tyd verbied om die vaartuig te gebruik as dit in 'n onseewaardige toestand is of as die skipper, nadat hy kragtens regulasie 18 getoets is, onbevoeg bevind is om sodanige vaartuig te stuur, te bedien of andersins te hanteer.

HOOFSTUK VII**BEKWAAMHEID VAN SKIPPERS**

17. (1) Die eienaar of skipper van 'n vaartuig moet te alle tye sorg dra dat sodanige vaartuig op 'n verantwoordelike en versigtige wyse gestuur, bedien of andersins hanteer word deur, of onder die voordurende leiding van 'n persoon wat fisies geskik en geestelik gesond is en wat oor die mate van kennis en ervaring van die volgende aangeleenthede beskik as wat vir die bekwame stuur of ander bediening of hantering van die betrokke vaartuig vereis word:

- Boothantering en vermoëns en beperkings van die vaartuig;
- hantering en instandhouding van die aandrywings-middele;
- hantering, aanwending of gebruik van die toerusting en toestelle aan boord, met spesiale beklemtoning van die veiligheids-toerusting en -toestelle;
- geografiese kenmerke en heersende water- en weerstoestande op die plek waar die vaartuig te water gelaat word en in die omgewing waar dit gebruik word; en
- die bepalinge van die Wet vir sover dit op die vaartuig en sy aktiwiteite van toepassing is.

(2) Die Direkteur-generaal kan die kennis- en bekwaamheidsvlak wat van 'n skipper of van bemanningslede van 'n besondere tipe vaartuig vereis word, bepaal.

Colouring of vessels at sea

15. (1) The owner or skipper of a vessel which is used at sea, irrespective of the means of propulsion, shall ensure that as large an area as possible of the interior of an undecked vessel or the deck of a decked vessel is painted or pigmented such a colour as to make the vessel readily visible from above in any sea condition.

(2) If such vessel is not so painted or pigmented it shall have readily available aboard a length of canvas or of similar suitable material, so painted or pigmented and of such a size as to be capable of extending the full width of the vessel: Provided that if such a vessel has readily available on board a rectangular object, so painted or pigmented, of which the side equals the width of the vessel but not less than 1 metre wide, and which is capable of floating in a spread-out position whilst being attached to the vessel, it shall not be required to have on board such length of canvas or of similar material.

Inspection of vessels

16. (1) The owner or the skipper of a vessel shall allow an inspection of such vessel or of the appliances or equipment aboard the vessel at any time by a proper officer, or an authorised agency or by a person or organisation who has jurisdiction over the sea, seashore, a port or inland waters while the said vessel is in the sea, on the seashore, in a port or on inland waters or on the banks of such waters.

(2) A proper officer or an authorised agency or a person or organisation who has jurisdiction over the sea, seashore, a port or inland waters, may at any time forbid the owner or the skipper of a vessel to use the vessel if it is in an unseaworthy state or if the skipper is, after having been tested in terms of regulation 18, found to be incompetent to navigate, operate or handle such a vessel.

CHAPTER VII**COMPETENCE OF SKIPPERS**

17. (1) The owner or skipper of a vessel shall at all times cause such vessel to be navigated or otherwise operated or handled in a responsible and careful manner by or under the constant guidance of a person who is physically able and of sound mental health and who has the standard of knowledge and experience of the following matters, as required for competent navigating or otherwise operating or handling of the vessel involved:

- Boat handling and capabilities and limitations of the vessel;
- operation and maintenance of the means of propulsion;
- operation, application or use of the equipment and appliances on board, with special emphasis on the safety equipment and appliances;
- geographical features and prevailing water and weather conditions at the place where the vessel is launched and in the area where it is used; and
- the provisions of the Act as far as they apply to the vessel and its operations.

(2) The Director-General may determine the level of knowledge and competence required of the skipper or of crew members of a vessel or of a particular type of vessel.

(3) 'n Persoon wie se bloedalkoholinhoud 0,08 persent of meer, in gram per honderd milliliter bloed is, word, afgesien van enige ander oorwegings, geag 'n persoon te wees wat vir doeleindes van subregulasie (1) nie fisies geskik of geestelik gesond is nie.

Bekwaamheidstoets

18. (1) 'n Bevoegde beampte of 'n gemagtigde instansie kan te enige tyd van die skipper van 'n vaartuig vereis om mediese getuienis te verstrek dat hy (die skipper) fisies geskik en geestelik gesond is.

(2) 'n Bevoegde beampte of 'n gemagtigde instansie kan 'n skipper of 'n bemanningslid van 'n vaartuig te enige tyd mondeling of, as die skipper of bemanningslid aldus versoek, skriftelik toets wat sy in regulasie 17 bedoelde verantwoordelikhedsin, kennis en ervaring betref, tensy hy in besit is van 'n bekwaamheidsertifikaat wat ingevolge subregulasie (5) uitgereik is.

(3) Die besluit of die skipper bekwaam is om die betrokke vaartuig te stuur of andersins te bedien of te hanteer, sal uitsluitlik by die bevoegde beampte of gemagtigde instansie wat die toets afneem, berus.

(4) 'n Persoon of organisasie wat oor die see, die strand, 'n handelshawe, 'n vissershawe of binnelandse waters jurisdiksie het, kan van 'n skipper van 'n vaartuig vereis om deur 'n bevoegde beampte of 'n gemagtigde instansie vir sy bekwaamheid getoets te word indien daar te enige tyd twyfel is oor die genoemde skipper se fisiese geskiktheid en geestelike gesondheid of bekwaamheid, soos bedoel in regulasie 17.

(5) 'n Bevoegde beampte of 'n gemagtigde instansie wat 'n bekwaamheidstoets kragtens subregulasie (2) afneem, moet as 'n persoon bekwaam bevind is om 'n besondere vaartuig of 'n besondere tipe vaartuig te stuur, of andersins te bedien of te hanteer, 'n bekwaamheidsertifikaat uitreik waarin die volgende besonderhede vervat is:

- (a) Naam of rang en adres van die bevoegde beampte of gemagtigde instansies wat die toets afgeneem het;
- (b) in die geval van 'n gemagtigde instansie, die verwysingsnommer van die Direkteur-generaal en die datum van die dokument van aanstelling as gemagtigde instansie;
- (c) volle name en identiteitsnommer van die persoon wat getoets is;
- (d) beskrywing van die betrokke tipe vaartuig of vaartuie;
- (e) datum van toets;
- (f) 'n sertifikaat dat die betrokke persoon oor die verantwoordelikhedsin kennis en ervaring soos bedoel in regulasie 17 (1) van die Veiligheidsregulasies, ten opsigte van die tipe vaartuig of vaartuie wat in die sertifikaat beskryf word, beskik;
- (g) beperkings, indien enige, ten opsigte van besondere plekke of gebiede waar die tipe vaartuig of vaartuie gebruik sal word;
- (h) handtekening van die persoon wat die toets afneem;
- (i) datum waarop die sertifikaat uitgereik word.

(6) 'n Sertifikaat wat ingevolge subregulasie (5) uitgereik is, is voldoende bewys van 'n persoon se bekwaamheid soos in regulasie 17 (1) bedoel.

Ouderdomsbeperking

19. (1) Geen persoon onder die ouderdom van 16 jaar mag 'n vaartuig stuur of andersins bedien of hanteer nie, tensy hy dit onder die leiding en voortdurende toesig van 'n volwasse persoon wat 'n bekwaame skipper is, doen, of in die geval van 'n eenmansvaartuig, tensy hy dit onder die leiding en toesig van 'n gemagtigde instansie of 'n bekwaame volwasse persoon doen.

(3) A person whose alcohol content of his blood is 0,08 per cent or more, expressed in grams per hundred millilitres of blood, shall, apart from any other considerations, be a person who is not physically able and of sound mental health for the purpose of subregulation (1).

Tests of competency

18. (1) A proper officer or an authorised agency may at any time require of the skipper of a vessel to furnish medical evidence that he (the skipper) is physically able and of sound mental health.

(2) A proper officer or an authorised agency may at any time test a skipper or crew member of a vessel orally or, if the skipper or crew member so requests, in writing, as to his sense of responsibility, knowledge and experience contemplated in regulation 17, unless he is in possession of a certificate of competence issued in terms of subregulation (5).

(3) The decision as to whether the skipper is competent to navigate or otherwise operate or handle the vessel involved shall vest entirely in the proper officer or authorised agency who conducts the test.

(4) A person or organisation who has jurisdiction over the sea, the seashore, a commercial harbour, fishing harbour or inland waters, may require a skipper of a vessel to be tested for his competence by a proper officer or authorised agency if at any time there is doubt as to the said skipper's physical ability or mental health condition or competence contemplated in regulation 17.

(5) A proper officer or an authorised agency who conducts a competence test in terms of subregulation (2) of this regulation shall, if a person is found to be competent to navigate, or otherwise operate or handle a particular vessel or a vessel of a particular type, issue a certificate of competence in which the following particulars are incorporated:

- (a) Name or designation and address of the proper officer or authorised agency who conducted the test;
- (b) in the case of an authorised agency, the Director-General's reference number and date of the document of appointment as authorised agency;
- (c) full names and identity number of the person tested;
- (d) description of type of vessel or vessels involved;
- (e) date of test;
- (f) a certificate that the person concerned has the required sense of responsibility, knowledge and experience contemplated in regulation 17 (1) of the Safety Regulations in respect of the type of vessel or vessels described in the certificate;
- (g) limitations, if any, in regard to particular places or areas where the type of vessel or vessels are used;
- (h) signature of person conducting the test; and
- (i) date on which certificate is issued.

(6) A certificate issued in terms of subregulation (5), shall be sufficient proof of a person's competence as contemplated in regulation 17 (1).

Age limitation

19. (1) No person under the age of 16 years shall navigate or otherwise operate or handle a vessel, unless such a person does so under the guidance and constant supervision of an adult person who is a competent skipper or in the case of a one-man vessel, unless he does so under the guidance and supervision of an authorised agency or a competent adult person.

(2) Nieteenstaande die bepalings van subregulasie (1), mag enige persoon onder die ouderdom van 16 jaar enige vaartuig stuur as so 'n persoon besig is met opleiding in lewensredding onder die beheer en voortdurende toesig van 'n gemagtigde instansie.

HOOFTUK VIII

BEHEER

20. Dit is die plig van die Direkteur-generaal om sodanige geskikte maatreëls toe te pas as wat deur hom nodig geag word om te verseker dat daar te alle tye aan hierdie regulasies voldoen word.

Aanstelling van gemagtigde instansies

21. (1) Die regte, bevoegdhede en verpligtinge soos in subregulasie (3) uiteengesit, word aan die volgende gemagtigde instansies gedelegeer:

- Suid-Afrikaanse Seevaartvereniging.
- Suid-Afrikaanse Seiljag Wedvaartvereniging.
- Suid-Afrikaanse Kragbootvereniging.
- Suid-Afrikaanse Skibootvereniging.
- Suid-Afrikaanse Onderwater-Unie.
- Durban Offshore Yachting Committee (Power & Sail).
- SA Lewensredding.
- Nasionale Seereddingsinstituut van Suid-Afrika.

(2) Die gemagtigde instansies in subregulasie (1) vermeld is tot slegs die hoof beheerliggame beperk en sluit nie enige streeks- of ander plaaslike afdelings daarvan of geaffilieerde organisasies in nie.

(3) Die regte, bevoegdhede en verpligtinge wat aan gemagtigde instansies gedelegeer is, is om—

- (a) die in regulasie 2 bedoelde beheerde sportnommer te organiseer en te beheer;
- (b) die besonderhede van vaartuie op te skryf en identifikasienommers toe te ken ingevolge regulasie 5;
- (c) besonderhede by te hou en op te tree ingevolge regulasie 6 (1);
- (d) ingevolge regulasie 8 (2) toestemming te verleen aan vaartuie wat van hawens in die Transkei en Ciskei vaar, om in Suid-Afrikaanse waters te vaar;
- (e) vaartuie ingevolge regulasie 16 (1) te inspekteer;
- (f) die eienaar of skipper van 'n vaartuig ingevolge regulasie 16 (2) te verbied om sodanige vaartuig te gebruik;
- (g) van 'n skipper van 'n vaartuig ingevolge regulasie 18 (1) te vereis om mediese getuienis voor te lê;
- (h) 'n skipper of enige bemanningslid ingevolge regulasie 18 (2) te laat toets;
- (i) bekwaamheidsertifikate kragtens regulasie 18 (5) uit te reik;
- (j) ingevolge regulasie 19 (1) toesig te hou oor en leiding te gee aan persone onder die ouderdom van 16 jaar; of
- (k) ingevolge regulasie 19 (2) toesig te hou oor en leiding te gee aan persone onder die ouderdom van 16 jaar wat opleiding in seerredding ontvang.

(4) (a) Die Direkteur-generaal kan enige of meer van dié in subregulasie (3) bedoelde regte, bevoegdhede en verpligtinge aan enige ander gemagtigde instansies as dié in subregulasie (1) gemeld, deleger, ahangende van die mate van bekwaamheid van sodanige instansie.

(b) Die Direkteur-generaal sal sodanige delegasie slegs verleen aan 'n persoon wat na mening van die Direkteur-generaal bekwaam en in alle opsigte betroubaar is, of aan 'n organisasie wat oor die dienste van sodanige persoon beskik.

(2) Notwithstanding the provisions of subregulation (1), a person under the age of 16 years may navigate any vessel if such a person is engaged in lifesaving training under the control and constant supervision of an authorised agency.

CHAPTER VIII

CONTROL

20. It is the duty of the Director-General to apply such suitable measures as are deemed necessary by him to ensure that these regulations are complied with at all times.

Appointment of authorised agencies

21. (1) The following authorised agencies are delegated with the rights, powers and obligations as set out in subregulation (3):

- Cruising Association of South Africa.
- South African Yacht Racing Association.
- South African Power Boat Association.
- South African Ski-boat Association.
- South African Underwater Union.
- Durban Offshore Yachting Committee (Power and Sail).
- S.A. Life-saving.
- National Sea Rescue Institute of South Africa.

(2) The authorised agencies mentioned in subregulation (1) are confined to the main controlling bodies only and do not include any regional or local divisions thereof or affiliated organisations.

(3) The rights, powers and obligations which are delegated to authorised agencies, are to—

- (a) organise and supervise controlled events contemplated in regulation 2;
- (b) record particulars of vessels and to allocate identification numbers in terms of regulation 5;
- (c) record particulars and to act in terms of regulation 6;
- (d) grant permission for vessels sailing from ports in the Transkei or the Ciskei, to navigate in South African waters in terms of regulation 8 (2);
- (e) inspect vessels in terms of regulations 16 (1);
- (f) forbid the owner or the skipper of a vessel to use such a vessel in terms of regulation 16 (2);
- (g) require of the skipper of a vessel to furnish medical evidence in terms of regulation 18 (1);
- (h) test a skipper or any crew member of a vessel in terms of regulation 18 (2);
- (i) issue certificates of competence in terms of regulation 18 (5);
- (j) supervise and guide persons under 16 years of age in terms of regulation 19 (1); or
- (k) supervise and guide persons under 16 years of age receiving lifesaving training in terms of regulation 19 (2).

(4) (a) The Director-General may delegate any one or more of the rights, powers and obligations contemplated in subregulation (3), to any other authorised agency than those mentioned in subregulation (1), depending upon the measure of competency of such an agency.

(b) The Director-General shall confer such delegation only upon a person who is in the opinion of the Director-General competent and in all respects reliable, or upon an organisation who has the services of such a person at its disposal.

(c) Dié in subregulasie (3) bedoelde regte, bevoegdhede en verpligtinge sal alleenlik deur die Direkteur-generaal aan 'n gemagtigde instansie gedelegeer word na behoorlike raadpleging met die persoon of organisasie wat jurisdiksie het oor die betrokke seegebied, strand of binnelandse waters, sowel as met enige een of meer van die belanghebbende gemagtigde instansies in subregulasie (1) gemeld.

(5) 'n Gemagtigde instansie moet die Direkteur-generaal se delegasiedokument vertoon op 'n plek by die geregiſtreerde kantoor of die plek van die instansie se bedrywighede waar dit duidelik aan die publiek sigbaar sal wees.

(6) 'n Persoon wat 'n gemagtigde instansie is of wat namens 'n gemagtigde instansie optree, moet by sodanige geleenthede 'n aanvaarbare uitkenningsdokument sowel as 'n magtigingsdokument aan sy persoon dra.

(7) 'n Gemagtigde instansie wat 'n klub, vereniging, assosiasie, unie of ander organisasie is, moet toegang tot sy perseel aan enige lid van die publiek verleen vir die uitsluitlike doel om die dienste van die instansie kragtens hierdie regulasies te bekom.

(8) 'n Gemagtigde instansie kan die pligte uitvoer en die magte uitoefen soos gedelegeer ten opsigte van enige skip of vaartuig wat vir sport en ontspanning gebruik word of ten opsigte van enige skipper van sodanige skip of vaartuig: Met dien verstande dat 'n gemagtigde instansie onder geen verpligting staan om aldus op te tree nie.

(9) Geen persoon is onder enige verpligting om 'n lid van enige besondere klub of organisasie wat 'n gemagtigde instansie is, te word nie.

(10) Enige vaartuig wat deur 'n gemagtigde instansie vir beheerdoeleindes gebruik word, moet 'n vlag, goedgekeur deur die Direkteur-generaal, vertoon.

HOOFTUK IX OORTREDINGS

22. Enige persoon wat die bepalings van hierdie regulasies oortree, is aan 'n misdryf skuldig en sal by skuldigbevinding strafbaar wees met 'n boete van hoogstens R400.

HOOFTUK X VRYSTELLINGS

23. (1) Die Direkteur-generaal kan in sy diskresie vrystelling verleen van enige of al hierdie regulasies as sodanige vrystelling in die openbare belang is of toepaslik is in enige besondere omstandighede.

(2) Die gemagtigde instansies in regulasie 21 (1) vermeld kan in hul diskresie en ten opsigte van enige een of meer van vaartuie wat ten tye dat hierdie regulasies uitgevaardig is, bestaan, vrystelling verleen van enige een of meer van die reëls vervat in Aanhangsels A of B as sodanige vrystelling in die omstandighede toepaslik is en as die veiligheid van die vaartuig of insittendes in geen opsig deur sodanige vrystelling benadeel sal word nie.

AANHANGSEL A

ONTWERP EN KONSTRUKSIE EN KRAG- EN ANDER INSTALLASIES EN -TOESTELLE

Reël 1

Die vereistes in kolom (2) van die onderliggende tabel aangedui, is van toepassing op die verskillende kategorieë van vaartuie in kolom (1) uiteengesit:

Kolom 1	Kolom 2
Kategorie van vaartuig	Konstruksievereistes
AI (1), AI (2), AII (1) en AII (2) van 5 meter en meer in lengte	1. (a) Moet toegerus wees met binneboordenjin of meer as een buiteboordenjin met 'n vermoë om die vaartuig teen 'n spoed van minstens 5 knope in kalm water aan te dryf; met dien verstande dat slegs een buiteboordenjin in die geval van 'n seilvaartuig vereis word.

(c) The rights, powers and obligations contemplated in subregulation (3), shall only be delegated to an authorised agency by the Director-General after due consultation with the person or organisation who has jurisdiction over the area of the sea, seashore or inland waters involved, as well as with any one or more of the authorised agencies, mentioned in subregulation (1), concerned.

(5) An authorised agency shall display the Director-General's document of delegation at the registered office or place of activity of the agency where it will be clearly visible to the public.

(6) A person who is an authorised agency or who acts on behalf of an authorised agency, shall at such times carry on his person an acceptable document of identification as well as a document of authority.

(7) Any authorised agency which is a club, society, association, union or other organisation, shall grant access to its premises to any member of the public for the sole purpose of obtaining the services of such agency in terms of these regulations.

(8) An authorised agency may perform the duties and exercise the powers, as delegated, in respect of any ship or vessel used for sport or recreation or in respect of any skipper of such ship or vessel: Provided that an authorised agency is not under any obligation to do so.

(9) No person is under any obligation to become a member of a particular club or other organisation which is an authorised agency.

(10) Any vessel which is used by an authorised agency for control purposes shall display a flag approved by the Director-General.

CHAPTER IX CONTRAVENTIONS

22. Any person who contravenes any of the provisions of these regulations, shall be guilty of an offence and shall on conviction be liable to a fine not exceeding R400.

CHAPTER X EXEMPTIONS

23. (1) The Director-General may at his discretion grant exemption from any or all of these regulations if such exemption is in the public interest or appropriate in any particular circumstances.

(2) The authorised agencies mentioned in regulation 21 (1) may at their discretion and in regard to any one or more vessels existing at the time that these regulations are promulgated, grant exemption from any one or more of the rules contained in Annexures A or B if such exemption is appropriate in the circumstances and if the safety of the vessel or occupants is in no way endangered by such exemption.

ANNEXURE A

DESIGN AND CONSTRUCTION AND POWER AND OTHER INSTALLATIONS AND APPLIANCES

Rule 1

The construction requirements stipulated in column (2) of the table hereunder are applicable to the various categories of vessels set out in column (1):

Column 1	Column 2
Category of vessel	Construction requirements
AI (1), AI (2), AII (1) and AII (2) of 5 metres or more in length	1. (a) Shall be fitted with an inboard engine or more than one outboard engine capable of driving the vessel at a speed of at least 5 knots in smooth water; provided that in the case of a sailing vessel only one outboard engine is required.

Kolom 1	Kolom 2
Kategorie van vaartuig	Konstruksievereistes
	(b) Moet toegerus wees met 'n elektriese stelsel wat bestaan uit twee identiese groepe batterye waarvan een groep in al die kragbehoefte van die vaartuig kan voorsien, met dien verstande dat in die geval van 'n vaartuig wat met 'n handaansitter toegerus is, slegs een groep batterye geïnstalleer kan word.
AII (1) en AII (2).....	2. 'n Nood-stuurmetode moet voorsien word indien enige vaartuig deur middel van 'n ander metode as 'n helmstok gestuur word.
AI (1), AII (1) en AII (2) van 9 meter of langer met uitsondering van vaartuie wat van die strand af en deur die branding see toe gaan	3. (a) Moet toegerus wees met geskikte veiligheidsreling of die ekwivalent daarvan aan die buiterand van die dek, tot op 'n hoogte van minstens 600 millimeter bokant die dek in die geval van vaartuie van 9 meter en meer in lengte en tot 'n hoogte van minstens 450 millimeter in die geval van vaartuie van minder as 9 meter in lengte: Met dien verstande dat, as reddingsstoe gebruik word, die tusseninspase nie 300 millimeter oorskry nie. (b) Moet by of naby, onderskeidelik, die boeg en agterstewe toegerus wees met 'n doeltreffende sleepbolder met touleier.
AI (1) en AI (2).....	4. (a) Moet by of naby, onderskeidelik, die boeg en agterstewe toegerus wees met 'n doeltreffende sleepbolder of 'n oogplaat. (b) Moet 'n alternatiewe stuurmetode hê as afstandbeheer geïnstalleer is.
AI (1), AI (2) en AI (3)	5. Moet toegerus wees met 'n middel om 'n gryptou langs die ghonnel of 'n omslaantou te span; met dien verstande dat hierdie vereiste nie op vaartuie wat opblaasbare reddingsvlote dra, van toepassing is nie.
AI (1), AI (2) en AI (3) van meer as 5 meter maar nie meer as 9 meter in lengte, met uitsondering van selfdreineringsvaartuie	6. Moet toegerus wees met 'n diafragmaatipe handpomp tesame met geskikte slange.
AI (1), AI (2) en AI (3) van meer as 9 meter in lengte	7. Moet toegerus wees met 'n kragaan-gedrewe lenspomp met 'n vermoë van minstens 3 000 liter per uur, tesame met geskikte slange.
AII (1) en AII (2) van meer as 9 meter in lengte	8. Moet toegerus wees met minstens twee lenspompe waarvan een van binne af hanteer word.

Reël 2**Bepelings met betrekking tot die vermoë van buiteboordenjins**

Die gewig en die vermoë van buiteboordenjins moet eweredig aan die grootte van die vaartuig en die bedoelde gebruik daarvan wees.

Reël 3**Diensing en instandhouding van masjinerie**

Die aandrywingsmasjinerie van 'n vaartuig moet periodiek gediens en instand gehou word ten einde te verseker dat dit te alle tye effektief funksioneer. Die tydperk tussen sodanige diensings moet nie langer wees as die tydperk wat deur die vervaardigers van die masjinerie aanbeveel word nie. Die diensings, instandhouding en herstel moet deur bekwaame persone uitgevoer word.

Reël 4**Installering van binneboordpetrolenjins**

Enige binneboordpetrolenjin-installasie moet aan die volgende vereistes voldoen:

- Die enjin moet in 'n kompartement wat ten volle waterdig en dampdig is, geïnstalleer word;
- 'n hand-lenspomp moet in die enjinkompartement geïnstalleer word;

Column 1	Column 2
Category of vessel	Construction requirements
	(b) Shall be fitted with an electrical system consisting of two identical banks of batteries, one of which shall be sufficient to supply all the electrical power needs of the vessel provided that in the case of a vessel which is fitted with a hand-starter, only one bank of batteries may be installed.
AII (1) and AII (2)	2. Emergency means of steering shall be provided if any vessel is steered otherwise than by a tiller.
AI (1), AII (1) and AII (2), of 9 metres or more in length, except vessels which proceed to sea from the beach and through the surf	3. (a) Shall be fitted with efficient guard rails or the equivalent thereof, round the perimeter of the deck, to a height of at least 600 millimetres above the deck in the case of vessels 9 metres and more in length, and to a height of at least 450 millimetres above the deck in the case of vessels less than 9 metres in length: Provided that if lifelines are used, the space between them shall not exceed 300 millimetres. (b) Shall be fitted with an efficient towing bollard with fairlead at or near the bows and at or near the stern, respectively.
AI (1) and AI (2)	4. (a) Shall be fitted with an efficient towing bollard or eye plate at or near the bow and stern, respectively. (b) Shall have alternate steering when remote control is fitted.
AI (1), AI (2) and AI (3)	5. Shall be provided with a means for the fitting of a grab-line around the gunwale or a capsized rope; provided that this requirement is not applicable to vessels carrying one or more inflatable liferaft.
AI (1), AI (2) and AI (3) of more than 5 metres but not more than 9 metres in length except vessels which are self-draining	6. Shall be fitted with hand operated diaphragm type pump together with suitable hoses.
AI (1), AI (2) and AI (3) of more than 9 metres in length	7. Shall be fitted with a power-driven bilge pump having a rating of at least 3 000 litres per hour, together with suitable pipe lines.
AII (1) and AII (2) of more than 9 metres in length	8. Shall be fitted with at least two bilge pumps, one being internally operated.

Rule 2**Limitations with regard to the capacity of outboard engines**

The weight and capacity of outboard engines of a vessel shall be commensurate with the size of the vessel and its intended use.

Rule 3**Servicing and maintenance of machinery**

The propulsion machinery of a vessel shall be periodically serviced and maintained to ensure effective functioning thereof at all times. The period between servings shall not exceed the period recommended by the manufacturers of the machinery. The servings, maintenance and repairs shall be performed by competent persons.

Rule 4**Installation of inboard petrol engines**

Any inboard petrol engine installation shall comply with the following requirements:

- The engine is to be installed in a compartment which is completely watertight and vapourtight;
- a manual bilge pump is to be installed in the engine compartment;

- (c) die uitlaatpype van brandstoftenks moet met afsluitkrane toegerus wees;
- (d) batterye moet in 'n waterdigte kompartement wat geheel en al van die enjinkompartement afgesonder is, geïnstalleer word;
- (e) brandstoftenks moet geheel en al weg van die enjinkompartement geïnstalleer word;
- (f) 'n skeepsvergasser met vlamdemper moet geïnstalleer word;
- (g) 'n vonklose alternator met aansitter moet geïnstalleer word;
- (h) 'n ontlugterwaaier wat brandbestand is en wat gestel is om minstens 30 sekondes voordat die enjin begin loop, in werking te kom, moet in die enjinkompartement geïnstalleer word;
- (i) 'n afstandbeheerde brandblus-stelsel moet vir die enjinkompartement geïnstalleer word; en
- (j) 'n hulp buiteboord enjin moet in AI vaartuie wat slegs een binneboord petrolenjin het, geïnstalleer word.

Reël 5**Dryfbaarheid van opblaasvaartuie**

'n Opblaasvaartuig, behalwe 'n verbindingsvaartuig, moet oor nie minder nie as drie afsonderlike dryfbaarheidskompartemente beskik en moet die vermoë hê om te kan dryf, selfs al sou twee derdes van die kompartemente afgeblaas wees.

Reël 6**Laai van batterye**

Batterylaai-toestelle moet aan boord van 'n vaartuig geïnstalleer word as die enjin daarvan nie met die hand in werking gebring kan word nie; met dien verstande dat hierdie reël net op vaartuie van kategorie AI (1) en AI (2) van toepassing is.

Reël 7**Gereedskapstelsel**

Elke vaartuig moet 'n gereedskapstelsel wat toepaslik vir die masjinerie en ander toerusting aan boord is, aan boord hê.

- (c) fuel shut-off valves are to be fitted to the outlets of fuel tanks;
- (d) batteries are to be installed in a watertight compartment which is completely isolated from the engine compartment;
- (e) fuel tanks are to be installed completely away from the engine compartment;
- (f) a marinised carburettor with flash arrester is to be installed;
- (g) a sparkless alternator with starter is to be installed;
- (h) an extractor fan which is flameproof and set to operate for at least 30 seconds before the engine starts, is to be installed in the engine compartment;
- (i) a remote-controlled fire extinguishing system is to be installed for the engine compartment; and
- (j) an auxiliary outboard engine is to be installed in the case of AI vessels having a single inboard petrol engine.

Rule 5**Buoyancy of inflatable vessels**

An inflatable vessel, other than a tender, shall not have less than three separate buoyancy chambers and have the capacity to stay afloat, even when two thirds of the chambers are deflated.

Rule 6**Charging of batteries**

Suitable battery charging appliances are to be installed on board if handstarting is not possible, provided that this rule shall apply to vessels of categories AI (1) and AI (2) only.

Rule 7**Tool kits**

Each vessel is to carry a tool kit appropriate for the machinery and other equipment aboard.

Item No.	Beskrywing van veiligheidstoestel- en -toerustingseenheid	Kategorieë											
		AI (1)		AI (2)		AI (3)		AI (4)	AII (1) en AII (2)		AII (3)	AIII (1)	AIII (2)
		Minder as 9 meter in lengte	9 meter en meer in lengte	Minder as 5 meter in lengte	5 meter en meer in lengte	Minder as 5 meter in lengte	5 meter en meer in lengte		Werksaam in plaaslike waters	Werksaam in kus- of oseaanwaters	Werksaam gedurende dagligure	Werksaam gedurende dagligure	Werksaam gedurende dagligure
(15)	Noodseinlae: (a) "N" + "C"	× of	×						×	×			
	(b) "V"	×	×	×	×	×	×	×		×			
	(c) "W"		×							×			
(16)	Twee swart balle of voorwerpe van minstens 400 millimeter in deursnee		×						×	×			
(17)	Radar weerkaatser	×	×				×		×	×			
(18)	Enkelsyband radiotelefoon met minimum reikwydte bepaal deur berekening van 100 seemyl, met 'n send- en ontvangsvermoë op 2 182 kHz en op ten minste twee werkende frekwensies (een moet skip-na-skip wees) in die toepaslike bande tussen 1 606,5 en 2 850 kHz en wat aan die vereistes van Aanhangel 17 van die Radio-regulasies (Geneva 1982) voldoen.									×			
(19)	BHF radio-telefoon met 'n aangeslane lewering van nie meer nie as 25 watt, met gebruiksvermoë op minstens kanale 6, 12 en 16 en een skip-na-kus kanaal in die BHF maritieme band, en wat voldoen aan die bepalings van Aanhangel 19 van die Radio-regulasies (Geneva 1982).....	×							×	×			
(20)	Radiosender en -ontvanger met 'n aangeslane lewering van nie meer nie as 5 watt, met 'n gebruiksvermoë op minstens kanale 19 en 6 (A en B) in die 29 mHz land mobiele band en wat voldoen aan die Posmeester-Generaal se bepalings aangaande toerusting wat in hierdie band gebruik word	×		×	×	×	×	×	×				
(21)	Radio-riktingspeiler		×							×			

Item No.	Beskrywing van veiligheidstoestel- en -toerustingseenheid	Kategorieë											
		AI (1)		AI (2)		AI (3)		AI (4)	AII (1) en AII (2)		AII (3)	AIII (1)	AIII (2)
		Minder as 9 meter in lengte	9 meter en meer in lengte	Minder as 5 meter in lengte	5 meter en meer in lengte	Minder as 5 meter in lengte	5 meter en meer in lengte		Werkzaam in plaaslike waters	Werkzaam in kus- of oseaanwaters	Werkzaam gedurende dagligure	Werkzaam gedurende dagligure	Werkzaam gedurende dagligure
(22)	Eggolood of loodlyn		x							x			
(23)	"Patent Log" of afstandmeetinstrument		x							x			
(24)	Geskikte magnetiese kompas met tabel van nadeviasies	x	x						x	x			
(25)	Handpeilkompas as die hoofkompas van 'n tipe is wat nie vir peilings gebruik kan word nie	x	x	x	x	x	x	x	x	x		x	
(26)	Navigasiekaarte wat toepaslik is vir die reis of werksaamhede	x	x		x				x	x			
(27)	Hidrografiese publikasies wat toepaslik is vir die reis of werksaamhede:												
	(a) Getydydtafels									x			
	(b) Lys van ligte	x	x						x	x			
	(c) Vaarkoerse									x			
(28)	Volledige stel seile insluitende toepaslike stormseile								x	x			
(29)	'n Geskikte toestel om reg-opstaande takeling af te maak								x	x			
(30)	Een brandblusser van minstens 1,5 kilogram droë poeier of die een kilogram "BCF" gelykwaardig daarvan, wat hoogstens 'n jaar vantevore gediens is			x		x	x		x (Kyk nota 2)			x	
(31)	Twee brandblussers soos vir item (30) omskryf	x	x		x			x		x			
(32) (a)	Metaalemmers, inhoud 9 liter, met riem	x	x	x	x	x	x		x	x			
	(b) Ander uitskeptoestel							x					
(33)	Skepper, inhoud 2 liter, tensy vaartuig van 'n selfafdruktipe is										x	x	
(34)	Handruimpomp van die diafragmatipe (Kyk nota 3)	x	x	x	x				x	x			

Item No.	Beskrywing van veiligheidstoel- en -toerustingseenheid	Kategorieë											
		AI (1)		AI (2)		AI (3)		AI (4)	AII (1) en AII (2)		AII (3)	AIII (1)	AIII (2)
		Minder as 9 meter in lengte	9 meter en meer in lengte	Minder as 5 meter in lengte	5 meter en meer in lengte	Minder as 5 meter in lengte	5 meter en meer in lengte		Werksaam in plaaslike waters	Werksaam in kus- of oseaanwaters	Werksaam gedurende dagligure	Werksaam gedurende dagligure	Werksaam gedurende dagligure
(35)	Twee skep- of roeispane			x		x		x			x	x	
(36)	Gryplyn, vasgestrop aan die buitekant van die ghonnel vir minstens 70 % van die lengte van vaartuig of omslaantoue; met dien verstande dat 'n vaartuig met 'n opblaasreddingsvlot aan boord van hierdie item vrygestel is			x	x	x	x	x				x	
(37)	Drywende werptou van minstens 5 meter in lengte en 10 millimeter in deursnee, geheg aan 'n drywende reddingskyf								x	x			
(38)	Boothaak, minstens 1 800 millimeter in lengte		x		x		x		x	x			
(39)	Geskikte see-anker of dryfanker, volledig met kabel en kantellyn	x	x	x	x	x	x	x					
(40)	Geskikte staalanker en ketting met minstens 50 meter sintetiese tou van voldoende sterkte			x		x			x		x	x	x (Indien prakties)
(41)	Geskikte staalanker en ketting met minstens 100 meter sintetiese tou van voldoende sterkte	x	x		x		x	x		x			
(42)	Noodanker met ketting en tou van toepaslike lengte en sterkte	x	x							x			
(43)	Omslaangereedskap insluitende tou en bottel, bevattende minstens fakkels, identifikasie seil, flitslig, oorlewings-komers vir elke persoon aan boord, 'n mes en noodrantsoene	x		x	x	x	x	x					
(44)	Noodrantsoene, plus 1 liter drinkwater per persoon aan boord		x										
(45)	Geskikte blaasbalk vir opblaasvaartuie							x					
(46)	Noodhulptoerusting	x	x	x	x	x	x	x	x	x	x	x	

Notas:

1. In die voorafgaande tabel het die volgende uitdrukkings die betekenisse soos aangedui:

- "Plaaslike Waters"—daardie seegebied wat 'n vaartuig gedurende dagligure mag bevaar maar wat te enige tyd nie meer as 30 seemyl van die laagwatermerk af is nie.
- "Kuswaters"—daardie seegebied langs die Suid-Afrikaanse, Ciskeise, Transkeise en Suidwes-Afrikaanse kuslyn wat nie verder as 50 seemyl van die laagwatermerk strek nie.
- "Oseaanwaters"—die seegebied anderkant die kuswaters.

2. Met dien verstande dat 'n vaartuig van 9 meter en meer in lengte twee brandblussers moet hê.
3. Met dien verstande dat hierdie item nie op ten volle self-afdrukvaartuie van toepassing is nie.

Reël 3**Beveiliging en bereikbaarheid van toerusting**

- (a) Alle reddingstoestelle en -toerusting moet op so 'n wyse geberg, vasgemaak, verpak of aangebring word, wat ookal die geval is, dat dit te alle tye vir alle persone aan boord gereedelik bereikbaar is. Bergruimtes moet by geen geleentheid terwyl die vaartuig gebruik word gesluit wees nie. Alle toerusting moet op so 'n wyse geberg, vasgemaak, verpak of aangebring word dat dit veilig in alle weersomstandighede vervoer word.
(b) Vuurwerkvoorrade aan boord van 'n kategorie AI vaartuig moet in 'n waterdigte houer wat duidelik gemerk is om die getal en aard van elke vuurwerk aan te toon, geberg word.
(c) Enige draagbare radiotoerusting aan boord van 'n kategorie AI vaartuig moet op so 'n wyse geberg word dat dit teen die elemente beskerm is.
(d) Enige noodhulptoerusting moet in 'n waterdigte houer verpak word, duidelik met 'n rooi kruis op 'n wit agtergrond en met die woorde "First Aid/Noodhulp" gemerk. 'n Lys van die inhoud en die gebruiksaanwysings moet aan die binnekant van die deksel van die houer aangebring word.

Reël 4**Merk van toerusting**

Alle items van reddingstoestelle en -uitrusting moet onuitwisbaar en permanent met die naam of die identifikasienommer van die betrokke vaartuig gemerk word.

Waar toepaslik moet die sleepwa waarmee die vaartuig vervoer word, op 'n soortgelyke wyse gemerk word en moet dit ook die eienaar se naam en telefoonnommer vertoon.

Reël 5

Die skipper van enige vaartuig moet die reddingstoestelle en -toerusting gereeld ondersoek en verseker dit te alle tye in 'n goeie werkende toestand is.

ANNEXURE B**SAFETY APPLIANCES AND EQUIPMENT RULES****Rule 1**

Vessel of category AI (1), AI (2), AI (3), AII (1) or AII (2) which is not constructed or fitted in accordance with regulation 12 (2), shall have on board an inflatable lifecraft capable of carrying all the occupants of the vessel. Provided that vessels of category AII (1) and category AII (2) which are used in local waters, are exempted from this requirement.

Rule 2

The following items of safety appliances and equipment are prescribed as a minimum, for each vessel of the various categories of vessels, to be available aboard in good working condition:

Item No.	Description of safety appliances and equipment units	Category											
		AI (1)		AI (2)		AI (3)		AI (4)	AII (1) and AII (2)		AII (3)	AIII (1)	AIII (2)
		Less than 9 metres in length	9 metres or more in length	Less than 5 metres in length	5 metres or more in length	Less than 5 metres in length	5 metres or more in length		Operating in local waters	Operating in coastal or ocean waters	Operating during day-light hours	Operating during day-light hours	Operating during day-light hours
(1)	Suitable lifejacket for each person on board	x	x	x	x	x	x	x	x	x		x	
(2)	Suitable buoyancy aid for each person on board										x		x
(3) (a)	Lifebuoy with self-igniting light and whistle attached to a Dan Buoy		x							x			
(3) (b)	Lifebuoy with whistle								x				
(4)	One safety harness for each crew member									x			
(5)	Two safety harnesses per vessel								x				

Item No.	Description of safety appliances and equipment units	Category											
		AI (1)		AI (2)		AI (3)		AI (4)	AII (1) and AII (2)		AII (3)	AIII (1)	AIII (2)
		Less than 9 metres in length	9 metres or more in length	Less than 5 metres in length	5 metres or more in length	Less than 5 metres in length	5 metres or more in length		Operating in local waters	Operating in coastal or ocean waters	Operating during day-light hours	Operating during day-light hours	Operating during day-light hours
(6)	One projectile hand flare set										×	×	×
(7)	Six hand-held red distress flares	×	×	×	×	×	×	×	×	×			
(8)	Six red rocket parachute flares ...		×							×			
(9)	Two red rocket parachute flares	×			×		×	×	×				
(10)	One hand-held orange smoke marker			×		×			×	×	×	×	×
(11)	Two 4-minute buoyant orange smoke markers	×	×		×		×	×	×	×			
(12)	One waterproof signalling torch with a full set of spare batteries and a spare bulb	×	×	×	×		×	×	×	×			
(13)	One signalling mirror	×	×	×	×	×	×	×	×	×	×	×	×
(14)	One sound signalling device or alternative means of producing an audible sound	×	×	×	×	×	×	×	×	×		×	
(15)	Distress signalling flags:												
	(a) "N" + "C"	×	×						×	×			
	(b) "V"	×	×	×	×	×	×	×		×			
	(c) "W"		×							×			
(16)	Two black balls or shapes of at least 400 millimetres in diameter		×						×	×			
(17)	Radar reflector	×	×				×		×	×			
(18)	SSB radiotelephone with a minimum range determined by calculation of 100 nautical miles, capable of transmission and reception on 2 182 kHz and on at least two working frequencies (one being intership) in the appropriate bands between 1 606,5 and 2 850kHz and complying with the provisions of Appendix 17 of the Radio Regulations (Geneva 1982)									×			

Item No.	Description of safety appliances and equipment units	Category											
		AI (1)		AI (2)		AI (3)		AI (4)	AII (1) and AII (2)		AII (3)	AIII (1)	AIII (2)
		Less than 9 metres in length	9 metres or more in length	Less than 5 metres in length	5 metres or more in length	Less than 5 metres in length	5 metres or more in length		Operating in local waters	Operating in coastal or ocean waters	Operating during day-light hours	Operating during day-light hours	Operating during day-light hours
(19)	VHF radiotelephone with a rated output of not more than 25 watts, suitable for the area in which it is used and capable of operation on at least channels 6, 12 and 16 and one ship-to-shore channel in the VHF maritime band and complying with the provisions of Appendix 19 of the Radio Regulations (Geneva 1982).....		x						x or	x			
(20)	Radio transceiver with a rated output of not more than 5 watts, suitable for the area in which it is used and capable of operation on at least channels 19 and 6 (A and B) in the 29 MHz land mobile band and complying with the provisions of the Postmaster-General for equipment operating in this band.....	x		x	x	x	x	x	x				
(21)	Radio direction-finding apparatus		x							x			
(22)	Echo sounder or lead line		x							x			
(23)	Patent log or distance measuring instrument.....		x							x			
(24)	Suitable magnetic compass with table of residual deviations	x	x						x	x			
(25)	Hand-bearing compass if the main compass is of such a type that it cannot be used for taking bearings	x	x	x	x	x	x	x	x	x		x	
(26)	Navigation charts appropriate to the voyage or operations	x	x		x				x	x			
(27)	Hydrographic publications appropriate to the voyage or operations:												
	(a) Tide tables									x			
	(b) List of lights	x	x						x	x			
	(c) Sailing directions.....									x			
(28)	Full set of sails including the appropriate storm sails								x	x			

Item No.	Description of safety appliances and equipment units	Category											
		AI (1)		AI (2)		AI (3)		AI (4)	AII (1) and AII (2)		AII (3)	AIII (1)	AIII (2)
		Less than 9 metres in length	9 metres or more in length	Less than 5 metres in length	5 metres or more in length	Less than 5 metres in length	5 metres or more in length		Operating in local waters	Operating in coastal or ocean waters	Operating during day-light hours	Operating during day-light hours	Operating during day-light hours
(29)	A suitable means for cutting standing rigging								x	x			
(30)	One fire extinguisher of at least 1,5 kilogram dry powder, or the one kilogram "BCF" equivalent thereof, which has been duly serviced not longer than one year ago			x		x	x		x (See note 2)			x	
(31)	Two fire extinguishers as described for item (30)	x	x		x			x		x			
(32) (a)	Metal bucket, capacity 9 litres, with lanyard	x	x	x	x	x	x		x	x			
(b)	Other bailing device							x					
(33)	Bailer, capacity 2 litres unless vessel is selfdraining										x	x	
(34)	Manually operated bilge pump of the diaphragm type (See note 3)	x	x	x	x				x	x			
(35)	Two paddles or oars			x		x		x			x	x	
(36)	Grab-line becketted to outside of gunwale for at least 70% of the length of the side of the vessel or capsized ropes provided that a vessel which carries an inflatable liferaft, is exempted from this item			x	x	x	x	x				x	
(37)	Buoyant heaving line of at least 5 metres in length and 10 millimetres in diameter, attached to a buoyant rescue quoit								x	x			
(38)	Boat hook, at least 1 800 millimetres in length		x		x		x		x	x			
(39)	Suitable sea anchor or drogue, complete with hawser and tripping line	x	x	x	x	x	x	x					
(40)	Suitable steel anchor and chain with at least 50 metres of synthetic rope of adequate strength			x		x			x		x	x	x (If practicable)

Item No.	Description of safety appliances and equipment units	Category											
		AI (1)		AI (2)		AI (3)		AI (4)	AII (1) and AII (2)		AII (3)	AIII (1)	AIII (2)
		Less than 9 metres in length	9 metres or more in length	Less than 5 metres in length	5 metres or more in length	Less than 5 metres in length	5 metres or more in length		Operating in local waters	Operating in coastal or ocean waters	Operating during day-light hours	Operating during day-light hours	Operating during day-light hours
(41)	Suitable steel anchor and chain with at least 100 metres of synthetic rope of adequate strength	×	×		×		×	×		×			
(42)	Spare anchor with chain and rope of appropriate size and strength	×	×							×			
(43)	Capsize kit, including rope and bottle, containing at least flares, identification sheet, torch, survival blanket for each person aboard, a knife and emergency rations	×		×	×	×	×	×					
(44)	Emergency rations, plus 1 litre of drinking water for each person aboard		×										
(45)	Suitable air bellows for inflatable vessel							×					
(46)	First aid outfit.....	×	×	×	×	×	×	×	×	×	×	×	

Notes:

- In the above table the following expressions have the meanings as indicated:
 - "Local Waters"—that area of the sea where a vessel may be navigated during hours of daylight but at no time being more than 30 nautical miles from the low-water mark.
 - "Coastal Waters"—that area of the sea along the South African, Ciskeian, Transkeian and South West African coast line extending not further than 50 nautical miles from the low-water mark.
 - "Ocean Waters"—that area of the sea beyond the coastal waters.
- Provided that a vessel of 9 metres or more in length shall carry two fire extinguishers.
- Provided that this item shall not apply in the case of totally self-draining vessels.

Rule 3**Security and accessibility of equipment**

- All safety appliances and equipment shall be so stowed, secured, packed or installed, whichever is the case, as to be at all times readily accessible by all persons on board. Storage spaces shall not be locked at any time whilst the vessel is being used. All equipment shall be stored, secured, packed or installed in such a way as to ensure its safe carriage in any state of weather.
- Pyrotechnics on board of a vessel of category AI shall be stored in a waterproof container which is clearly marked to indicate the number and type of each pyrotechnic.
- Any portable radio equipment on board of a vessel of category AI shall be stored in such a way that it is protected from the elements.
- Any first-aid kit shall be packed in a waterproof container clearly marked with a red cross on a white background and with the words "First Aid/Noodhulp". A list of the contents thereof and instructions for the use shall be affixed to the inside of the lid of the container.

Rule 4**Marking of equipment**

All items of the safety appliances and equipment shall be indelibly and permanently marked with the name of the vessel or its identification number. Where applicable the trailer used to carry the vessel shall be similarly marked and shall also reflect the owner's name and telephone number.

Rule 5

The skipper of any vessel shall inspect the safety appliances and equipment regularly and ensure that it is in good working condition at all times.

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skoon te hou!



Please keep our country, South
Africa, clean!

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Use it

Don't abuse  it

water is for everybody

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