



EXTRAORDINARY

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DEPARTMENT OF DEFENCE.

The following Government Notices are published for general information:—

* No. 191.] [6 February 1940.

His Excellency the Governor-General has been pleased, under the provisions of section *eighty-five* of the South Africa Defence Act, 1912, to issue the following orders and instructions for the control of the public traffic of the Port of Capetown during the present state of war:—

NOTICE TO MARINERS.

PORT OF CAPE TOWN.

PUBLIC TRAFFIC ORDERS AND INSTRUCTIONS.

ORDERS AND INSTRUCTIONS FOR THE CONTROL OF THE INTERNAL TRAFFIC OF THE PORT OF CAPE- TOWN IN TIME OF WAR OR EMERGENCY.

1. Until further notice the following orders and instructions are to be observed by all merchant vessels (see definition in paragraph 6) approaching or moving within the limits of the port of Capetown.

2. For the purpose of these orders and instructions the limits of the port of Capetown are as follows:—

The area bounded by a line joining Green Point lighthouse and Robben Island lighthouse on the west and a line drawn 90 deg. from Robben Island lighthouse to the mainland. These limits do not in any way alter the limits of the port as defined for Customs purposes.

3. The ordinary regulations of the port are to be adhered to except where varied by these orders and instructions.

4. All former orders and instructions for the control of public traffic for the port of Capetown are hereby cancelled.

5. *Gebruik van draadloostelegrafie, draadloostelefonie en geluidseine.*—Die gebruik van bogemelde verbindingsmiddels, vir watter doel ook al, in die territoriale waters van die Unie van Suid-Afrika, word verbied. Al uitsondering op hierdie reël is die geluidseine wat kragtens die regulasies ter voorkoming van aanvarings op see gemagtig is.

Ter behoorlike uitvoering van bostaande moet die draadloostelegrafiekantoor of kantore van sodanige skepe solank hulle in die hawe is deur die doeanebeampte verseël word. Gedurende die tyd wat die skip in die hawe vertoef, sal toegang tot die draadloostelegrafiese kantoor of kantore slegs op die volgende voorwaardes verleen word:—

As die vaartuig 'n tyd lank in die hawe vertoef sodat die radiopersoneel toegang tot die kantoor (kantore) moet verkry ten einde die batterye, ens., te versorg, moet die gesagvoerder van die koopvaartskip die doeanebeamptes daarvan verwittig. Laasgenoemdes kan dan reëlings tref om die seëls oop te breek. Solank die kantoor (kantore) oop is, moet die gesagvoerder instaan dat geen berigte versend word nie. Hy moet ook meld hoelank toegang verlang word sodat die doeanebeamptes later weer aan boord kan gaan om die kantoor (kantore) te verseël.

Skending van hierdie orders en instruksies stel die gesagvoerder van die betrokke skip bloot aan boete en kan die inbeslagneming van die skip se radio-apparaat tot gevolg hê.

6. *Woordbepalings.*—Vir sover dit hierdie orders en instruksies betref—

- bestaan daar mis wanneer die uitsig in so'n mate deur weers- en ander omstandighede belemmer word, dat dit vir die visenteerstoomskip en die visenteerdiensbattery onmoontlik is om met optiese seine met mekaar in verbinding te tree;
- beteken „koopvaartskip” alle skepe behalwe visenteerstoomskepe en Britse en vreemde oorlogsskepe;
- beteken „kleinvaartuig” alle vissersvaartuie, sleepbote, jagte, vragskuite, barkasse, skuite en alle ander kleinvaartuie met 'n vlak waterdiepte, behalwe die wat die „White Ensign” of 'n vreemde marinevlag voer;
- beteken „visenteerstoomskip” elke vaartuig wat in die visenteerdiens is en die seine uiteengesit in artikel 18 voer;
- beteken „visenteerbeampte” die beampte van die visenteerdiens wat hom gewoonlik op die visenteerstoomskip bevind en koopvaartskepe wat die hawe wil binne vaar, visenteer;
- word die duur van 'n „offisiële nag” in deel VI hiervan aangedui.

DEEL I.

TOEGANG TOT DIE HAWE.

7. *Raad aan reders en ekspediteurs.*—Dit is reders en ekspediteurs gerade om, wanneer omstandighede dit toelaat, in hul eie belang en ten einde vertraging van hul vaartuie in die erkenning en deurloping daarvan deur die visenteerdiens te voorkom—

- vooraf aan die verantwoordelike offisier van die Verdedigingsmag ter See te Kaapstad kennis te gee van die verwagte aankoms van hul vaartuie in die hawe, met vermelding van die volgende besonderhede:—
 - Naam van vaartuig;
 - dag en uur waarop dit volgens die vaarplan in die hawe moet aankom;
 - uiterlik en onderskeidingsmerke, soos bv. skoorsteenmerke, ens.;
 - soort lading;
 - hawes van laai en los van lading;
 - aantal passasiers, as daar is;
- toe te sien dat hul vaartuie voorsien is van 'n volledige stel internasionale onderskeidingswimpels, asook van vier lanterns, twee rondom wit en twee rondom rooi, gereed en beskikbaar vir gebruik—benewens die reglementêre nawigasieligte;
- dit so te reël dat hul vaartuie gewoonlik oordag by die hawe aankom.

8. *Instruksies aan koopvaartskepe wat toegang tot die hawe verlang.*—Koopvaartskepe wat van die see af inkom moet nie verder as die hawegrense, waar hulle vir die visenteerstoomskip moet wag, vaar nie. Koopvaartskepe word toegelaat om nadat hulle deur die visenteerdiens ondersoek is, die hawe bedags of snags binne te vaar (kyk artikel 19—„Hawe gesluit”).

9. Koopvaartskepe wat die hawe nader, word veral gewaarsku teen die gebruik van private seine, van watter aard ook, bedags of snags. Die gebruik daarvan sal tot gevolg hê dat hulle beskiet kan word.

10. Voordat koopvaartskepe toegelaat word om die hawe binne te kom, moet hulle eers deur die visenteerdiens ondersoek word.

11. Sodra koopvaartskepe die hawe tot op optiese seinafstand genader het, moet hulle hul seinletters hys en nie wag op die sein „Wat is die naam van u vaartuig?” nie.

5. *Use of Wireless Telegraphy, Wireless Telephony and Sound Signalling.*—The use of any of the above methods of communicating or signalling, for any purpose whatsoever, is forbidden in the Territorial Waters of the Union of South Africa; the only exception to this rule is such sound signals as are authorised to be made by the regulations for preventing collisions at sea.

For the enforcement of the above, the W/T office or offices of such ships will be sealed up while in harbour by the Customs officer. During the stay of the vessel in harbour access to the W/T office(s) will only be allowed under the following condition:—

If the vessel is remaining in harbour for some time so that it is necessary for the wireless staff to have access to the office(s) in order to attend to the batteries, etc., the master of the merchant vessels will be responsible for warning the Customs officers, who may arrange for the breaking of the seals.

The master will be held responsible that no messages are transmitted while the office(s) is (are) open, and should state for how long access is required in order that the Customs officers may afterwards go on board and re-seal the office(s).

Any breach of these orders and instructions renders the masters of offending ships liable to penalties, and to confiscation of the wireless apparatus of their ships.

6. *Definitions.*—For the purpose of these orders and instructions:—

- Fog is considered to exist when it is impossible, owing to meteorological or other conditions affecting visibility, to communicate between the examination steamers and the examination battery by visual signals.
- The term „merchant vessel” includes all vessels other than examination steamers and British and Foreign war vessels.
- The term „small craft” includes all fishing vessels, tugs, yachts, barges, launches, boats and other light draught small vessels of every kind, other than those flying the White Ensign or a foreign naval flag.
- The term „examination steamer” includes any vessel employed in the examination service which displays the signals specified in paragraph 18.
- The „examining officer” is the officer of the examination Service normally in the examination steamer, who examines merchant vessels wishing to enter port.
- Official night: For period of official night see part VI.

PART I.

ENTRANCE TO THE PORT.

7. *Advice to ship-owners and shipping agents.*—Ship-owners and shipping agents are advised that, in their own interests, and in order to avoid delays to their vessels in their recognition by and passage through the examination service, they should when circumstances permit:—

- Give previous notice of the expected arrival of their vessels at the port to the Seaward Defence Officer-in-Charge, Capetown, stating the following particulars:—
 - Name of vessel.
 - Date and time due at the port.
 - Appearance and distinguishing features, such as funnel marks, etc.
 - Nature of Cargo.
 - Ports of lading and ports of discharge of cargo.
 - Number of passengers, if any.
- See that their vessels are provided with a complete set of International Code Flags, also with two all round white and two all round red lanterns—ready and available for use, in addition to the Regulation Navigation lights.
- As a general rule arrange that their vessels arrive at the port in daylight.

8. *Instructions for merchant vessels wishing to enter the Port.*—Merchant vessels arriving from seaward must not proceed beyond the limits of the port and there await examination steamer. Merchant vessels are permitted to enter the port by day and by night, after having passed through the examination service.

See Paragraph 19—“Port Closed”.

9. Merchant vessels approaching the port are especially cautioned against making use of private signals of any description, either by day or by night; the use of such signals will render them liable to be fired on.

10. All merchant vessels must pass through the examination service before they will be permitted to enter the Port.

11. All merchant vessels approaching the port must hoist their signal letters on arriving within visual distance and are not to wait for the signal “What is the name of your vessel”.

12. Alle koopvaartskepe (behalwe kleinvaartuie waarom-trent instruksies in artikel 24 gegee word) wat die hawe wil binnekom, moet eers na die visenteerankerplek (wat deur die visenteerstoomskip aangedui sal word), vaar waar hulle moet anker, tensy hulle, voordat hulle hier anker gewerp het deur die visenteerbeampte toegelaat en die nodige instruksies gegee is om die hawe binne te vaar.

13. Alle orders en instruksies om 'n koopvaartskip in staat te stel om 'n hawe binne te kom, word gegee deur die visenteerbeampte wie se orders en instruksies streng uitgevoer moet word. Word hulle nie uitgevoer nie loop 'n koopvaartskip gevaar om beskiet te word.

14. In die reël sal koopvaartskepe deur die visenteerbeampte in die volgorde waarin hulle in die visenteerankerplek aankom, gevisenteer word.

15. 'n Koopvaartskip wat sonder die toestemming van die visenteerbeampte die visenteerankerplek verlaat, sal beskiet word.

16. As slegte weer of 'n ander oorsaak 'n koopvaartskip verhoinder om in die visenteerankerplek te anker, word hy deur die visenteerbeampte gelas om op die visenteerankerplek varende te bly of die see in te steek, en word hy nie toegelaat om die hawe binne te kom tensy hy, terwyl hy varende is, geïdentifiseer kan word nie.

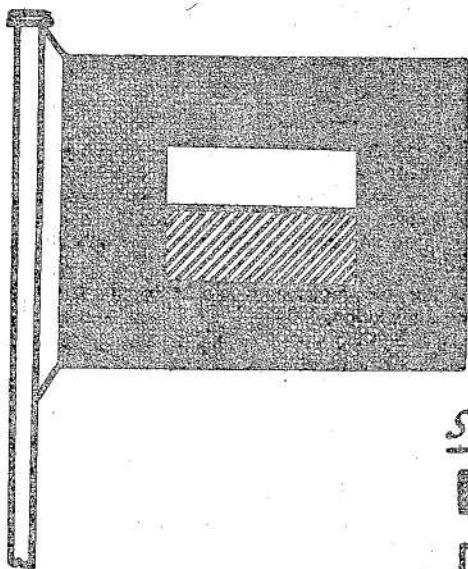
17. Die visenteerankerplek.—Die visenteerbeampte van die visenteerstoomskip sal elke koopvaartskip aanwys waar hy in die visenteerankerplek moet anker.

18. Die visenteerstoomskip.

(a) Die visenteerstoomskip sal in die omgewing van 'n denkbeeldige lyn tussen die Groenpunt- en die Robbeneilandvuurtoring gevind word.

(b) Onderskeidingsmerke.

(1) Bedags voer dit 'n spesiale vlag—wit en rooi horisontaal, met 'n blou rand daaromheen—asook die „Blue Ensign”.



Slutel



Blou



Wit



Rooi

As die hawe gesluit is (kyk artikel 19) hys dit, benewens bogaande, drie rooi balle vertikaal en 6 vt. van mekaar af op 'n plek waar hulle rondom die horison duidelik sigbaar is.

(2) Snags voer dit benewens die gewone nawigasieligte, drie ligte vertikaal en 6 vt. van mekaar af op 'n plek waar hulle rondom die horison duidelik sigbaar is. Hierdie drie ligte is wit wanneer die hawe oop en rooi wanneer dit gesluit is (kyk artikel 19).

19. „Hawe gesluit” en sein om dit aan te dui.—„Hawe gesluit” beteken dat vaartuie nie toegelaat word om verder as die visenteerankerplek die hawe binne te vaar nie. Die hawe kan snags of in mistige weer gesluit word. Die duur van 'n „offisiële nag” word in deel VI hiervan aangedui. Boonop kan die hawe op enige ander tyd op bevel van die verantwoordelike offisier van die verdedigingsmag ter see gesluit word.

20. Die sein wat aandui dat die hawe gesluit is en waar dit gehys word.—Die sein wat aandui dat die hawe gesluit is, is—

(a) bedags.—

(1) die sein wat in artikel 18 omskryf is en op die visenteerstoomskip gehys word;

(2) 'n soortgelyke sein wat aan die vlagpaal op die graansuier gehys word;

(b) Snags—

(1) die sein wat in artikel 18 omskryf is en op die visenteerstoomskip gehys word;

(2) 'n soortgelyke sein wat aan die vlagpaal op die graansuier gehys word.

12. Merchant vessels (other than small craft, instructions for which see paragraph 24) wishing to enter the port, are to proceed to the examination anchorage (to which they will be directed by the examination steamer) and their anchor, unless before so anchoring they are given permission and the necessary instructions to proceed into the port by the examining officer.

13. All orders and instructions necessary to enable a merchant vessel to enter the port will be given by the examining officer whose orders and instructions are to be implicitly obeyed. Disobedience will render merchant vessels liable to be fired on.

14. As a general rule, merchant vessels will be examined by the examining officer in order of their arrival in the examination anchorage.

15. Any merchant vessel attempting to leave the examination anchorage without permission from the examining officer will be fired on.

16. Should bad weather or other cause prevent a merchant vessel from anchoring in the examination anchorage, she will be ordered by the examining officer to remain under way in the anchorage, or proceed to sea, and will not be permitted to enter the port unless she can be identified while under way.

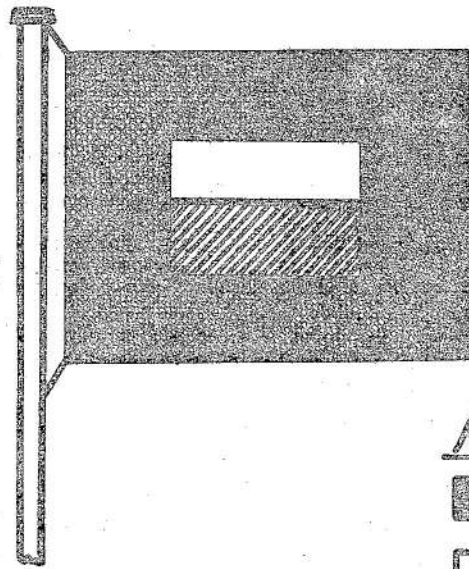
17. Examination Anchorage.—The berth in the examination anchorage which a merchant ship is to take up will be given her by the examining officer in the examination steamer.

18. Examination Steamer.

(a) The examination steamer will be found in the vicinity of a line joining Green Point lighthouse and Robben Island lighthouse.

(b) Distinguishing Marks:—

(1) By Day.—She will fly a special flag—white and red, horizontal, surrounded by a blue border; and the Blue Ensign.



Key.



Blue.



White.



Red.

Should the port be closed (see paragraph 19) she will hoist in addition to the above, 3 red balls vertical, 6 feet apart, in a position where they are clearly visible all round the horizon.

(2) By Night.—She will carry in addition to the ordinary navigation lights, 3 lights vertical, 6 feet apart, in a position where they are clearly visible round the horizon. These 3 lights will be white when the port is open and red when the port is closed (see paragraph 19).

19. “Port Closed” and Signal to Indicate This: Meaning of the term.—The term “Port Closed” means that vessels are not permitted to proceed further inward than the examination anchorage. The port may be closed at night or in fog. The duration of “Official Night” is shown in part VI. In addition the port may be closed at any other time by order of the Seaward Defence Officer in Charge.

20. What the Signal to Indicate “Port Closed” is, and where it is hoisted.—The signal to indicate that the port is closed is:—

(a) By Day:

(1) In examination steamer as given in paragraph 18.

(2) A similar signal hoisted on the staff on top of grain elevator.

(b) By Night:

(1) In the examination steamer as given in paragraph 18.

(2) A similar signal hoisted on a staff on top of grain elevator.

21. *Wat koopvaartskepe moet doen wanneer die hawe gesluit is.*—Wanneer die seine in artikel 20 aangedui, vertoon word, is die hawe gesluit en moet alle koopvaartskepe of in die visenteerankerplek bly of die see insteek. Geen koopvaartskepe word toegelaat om sonder toestemming van die visenteerbeampte van die visenteerankerplek af die see in te steek nie (kyk artikel 15).

22. *Bepalings wat by die visenteerankerplek nagekom moet word.*—Behalwe om 'n lewe of lewens te red of 'n ongeluk te voorkom, of met die toestemming vooraf van die visenteerbeampte verkry, mag koopvaartskepe nie—

- (1) beweeg nie;
- (2) op watter wyse ook al met die land of met 'n ander vaartuig in verbinding tree nie;
- (3) skuite stryk nie;
- (4) kables bedien nie;
- (5) toelaat dat iemand die vaartuig verlaat of dat 'n deel daarvan, of van die vraag, voorrade, ens., verwyder word nie.

As dit nodig blyk om sonder toestemming van die visenteerbeampte van bogemelde dinge te doen ten einde 'n lewe of lewens te red of 'n ongeluk te voorkom, moet onmiddellik met hierdie beampte in verbinding getree word.

23. *Hoe om met die visenteerbeampte vanuit die visenteerankerplek in verbinding te tree.*

- (a) *Bedags* moet koopvaartskepe die vlag JG van die Internasionale Seinboek hys.
- (b) *Snags* moet koopvaartskepe twee ligte vertikaal, 3 vt. van mekaar af en rooi oor wit, aan die kop van die voorbogramsteng hys.

24. *Verbod op kleinvaartuie.*—Geen plaaslike kleinvaartuie word snags of in mistige of dik weer op die water toegelaat nie. Dit geld nie vir skeepskuite nie. As kleinvaartuie onder sulke omstandighede in beweging gesien word, sal hulle beskiet word.

DEEL II.

BINNEHAWEBEWEGING.

25. *Plaaslike owerheidspersoon oor binnehawebeweging.*—Die hawekaptein met kantoor onder die hawekantore. Sonder magtiging van hierdie beampte mag geen binnehawebeweging plaasvind nie.

26. *Roetes wat gevolg moet word.*—Alle gesagvoerders moet voor afvaart persoonlik hieromtrent by die kantore van die Marinereelingsdiens in die „Union Castle“-gebou op die dokke navraag doen.

27. *Ligte wat snags in die hawe of die visenteerankerplek vertoon of afgeskerm moet word.*—Alle koopvaartskepe moet—

- (a) *wanneer hulle varende is* reglementêre ligte voer;
- (b) *wanneer hulle geanker of gemeer is* normaalweg geen ligte wat buiteboords sigbaar is, voer nie. (Maar kyk artikel 28.)

28. Solank 'n koopvaartskepe varende is, moet ander koopvaartskepe wat geanker of gemeer lê ankerligte voer (kyk artikel 30) totdat die skip geanker of gemeer is of totdat hy, ingeval hy afvaar, uit die hawe uit is. Vaartuie wat in die visenteergebied geanker lê, moet, wanneer die skip of skepe wat varende is uit die visenteergebied uit is, hul ligte afskerm.

29. *Vaar- en boegligte.*—Koopvaartskepe wat toegelaat word om in die donker binne die hawe en in die visenteergebied te vaar, mag nie elektriese lanterns vir vaar- en boegligte gebruik nie.

30. *Ankerligte.*—Elektriese lanterns mag nie gebruik word nie. Die gewone ligskerpe van lanterns wat gebruik word moet met die helfte verminder word. Alle lanterns wat gebruik word, moet van 'n kopskerm voorsien wees wat die lig kan afsny met 'n hoek van 20 tot 25 grade bokant die horisontale vlak.

31. *Ander ligte.*—Geen ligte bo, op dek of onder buiten dié in artikels 27 tot 29 genoem en dié wat nodig is vir gemagtigde seinverbinding, mag buiteboords sigbaar wees nie. Dit geld vir elke koopvaartskepe, afgesien daarvan of dit varende, geanker of gemeer is. Dit is gebiedend noodsaaklik dat gesagvoerders van koopvaartskepe toesien dat hierdie bepaling, wat vir hul eie beskerming opgestel is, uitgevoer word.

32. *Bepalings insake die nag, mis en dik weer.*—Geen beweging word toegelaat tensy dit met die toestemming van die hawekaptein geskied nie.

33. *Beperkings op jagte en klein seilvaartuie.*—Geen jag of klein seilvaartuig mag gedurende die offisiële nag vaar nie. Gedurende die dag mag hulle nie aan die noordekant van 'n denkbeeldige lyn tussen die lig op die punt van die seemuur en die draadloostelegrafiese maste te Milnerton, vaar nie.

34. *Die nader van staatskepe en inrigtings.*—Geen koopvaartskepe mag 'n skip, ligter of ander vaartuig van die staat, of 'n staatskeepskeel of inrigting sonder 'n geskrewe verlofbrief van die verantwoordelike offisier van die Verdedigingsmag ter See nader nie.

Die visenteerbeampte moet koopvaartskepe verwittig dat vaartuie wat sekere onderskeidingsstekens voer, staatsvaartuie is en nie genader mag word nie.

35. *Koopvaartskepe moet op 'n afstand van S.M. se marineskepe bly.*—Alle koopvaartskepe moet op 'n afstand van S.M. se marineskepe wat in die hawe vaar, bly.

21. *Instructions as to what merchant vessels must do when the port is closed.*—When the signals specified in paragraph 20 are displayed, the port is closed, and all merchant vessels must either remain in the examination anchorage or proceed to sea. No merchant vessel is permitted to proceed to sea from the examination anchorage without permission from the examining officer (see paragraph 15).

22. *Regulations to be observed when in the examination anchorage.*—Except to save life or to avoid accident or with the previous permission of the examining officer, merchant vessels are forbidden to:—

- (1) Move the vessel.
- (2) Communicate in any way with the shore or with any other vessels.
- (3) Lower any boats.
- (4) Work cables.
- (5) Allow any person to leave the vessel, or any part of the vessel, cargo, stores, etc., to be removed.

Should it be necessary in order to save life, or to avoid accident, to do any of these things without permission from the examining officer, this officer is to be communicated with at once.

23. *To get into communication with the Examining Officer when in the Examination Anchorage:—*

- (a) *By Day.*—Merchant vessels are to hoist flags JG International Code.
- (b) *By Night.*—Merchant vessels are to hoist 2 lights vertical, red over white, 3 ft. apart at the foremasthead.

24. *Prohibition Affecting Small Craft.*—No small local traffic will be permitted on the water at night or in a fog or thick weather. This precludes the use of ships boats. Should any small craft be seen moving under such circumstances they will be fired on.

PART II.

INTERNAL MOVEMENT.

25. *Local Authority Controlling Internal Movement.*—Port Captain Office in the Harbour Offices. No movement in the port is to take place without the authority of this officer.

26. *Routes to be followed.*—All ship-masters must call at the offices of the Naval Control Service, Union Castle Offices, Docks, prior to sailing.

27. *Lights to be shown or obscured at night in the Port or in the Examination Anchorage.*—By all merchant vessels:—

- (a) *When under way.*—The regulation lights are to be displayed.
- (b) *When at anchor or secured.*—Normally no lights are to be visible from outboard (but see paragraph 28).

28. When a merchant ship is under way, merchant vessels at anchor or secured are to show anchor lights (see paragraph 30), until such merchant vessel is anchored or secured; or in case of merchant ships leaving, until such vessels are clear of the port. Vessels at anchor in the Examination Anchorage are to obscure their lights when the vessel or vessels under weigh are clear of the Examination Anchorage.

29. *Steaming lights and bow lights.*—Merchant vessels permitted to navigate within the port and in the Examination Anchorage in the dark hours are not to employ electrically lit lanterns as steaming or bow lights.

30. *Anchor Lights.*—Electrically lit lanterns are not to be used. Normal brilliancy of all lanterns used is to be reduced by one half. All lanterns used are to be fitted with overhead screens arranged so as to cut off the light at an angle of between 20 and 25 degrees above the horizontal.

31. *Other Lights.*—No lights aloft, on deck, or below, except those mentioned in paragraphs 27 to 29 above, and such as are necessary for authorised signalling purposes, shall be permitted to be visible from outboard. This applies to all merchant vessels whether under way, at anchor or secured. It is imperative that masters and others in charge of merchant vessels should see that this order, which is made for their own protection, is carried out.

32. *Night, fog and thick weather regulations.*—No movement is permitted except by the permission of the Port Captain.

33. *Restrictions on yachts and small sailing craft.*—No yacht or small private sailing craft is to be on the move during official night. During the day they are not to cross northward of a line drawn between the light on the end of the breakwater and W/T masts at Milnerton.

34. *Approach to Government Vessels and Establishments.*—No merchant vessel is to approach any Government vessel, ship, lighter or other Government craft, or any Government dockyard or establishment, without a written permit from the Seaward Defence Officer in Charge.

The Examining Officer will inform merchant vessels that vessels flying certain distinguishing signals are Government vessels and are not to be approached.

35. *Merchant vessels to keep clear of H.M. Ships.*—All merchant vessels are to keep clear of any of H.M. ships being navigated in the port.

DEEL III.

DIE HAWE VERLAAT.

36. *Nodige stappe wat deur gesagvoerders gedoen moet word voordat vaartuie die hawe mag verlaat.*—Geen vaartuig mag die hawegrense sonder toestemming oorsteek nie. Gesagvoerders moet hulle uitklaringsbewys van die doeanebeampte kry en dit na die visenteerbeampte in die visenteerkantoor neem, asook na die kantoor van die marinereelingsdiens waar die nodige afvaartsbevele gegee word.

37. *Sein wat afvaart belet.*—'n Blou vlag aan die vlagpaal op die graansuier dui aan dat geen koopvaartskip die hawe mag verlaat solank hierdie seinvlag gehys is nie.

38. *Roetes wat gevolg moet word.*—Roetes wat gevolg moet word moet deur alle skepe voor hul afvaart van die marinereelingsdiens in die „Union Castle“-gebou op die dokke verkry word.

DEEL IV.

LOODSDIENS.

39. Om in die visenteerankerplek te kom is geen loodsing nodig nie, maar tussen die visenteer- en die binneankerplek en die dokke is dit verpligtend. Die hawekaptein verskaf loodse.

DEEL V.

VERSPERRINGSBOME.

40. Ingeval versperringsbome aangelê word, sal 'n aanvullende berig aan seevarendes uitgegee word.

DEEL VI.

NAGTABELLE.

KAAPSTAD.—ORDERS EN INSTRUKSIES OP DIE BEHEER VAN VERKEER.

Tabel wat die tye in standaardtyd (2 uur voor middelbare Greenwich-tyd) aandui wanneer die „offisiële nag" op elke dag van die jaar eindig en begin.

Dag van Maand.	Januarie.		Februarie.		Maart.		April.	
	Eindig.	Begin.	Eindig.	Begin.	Eindig.	Begin.	Eindig.	Begin.
1.....	v.m.	n.m.	v.m.	n.m.	v.m.	n.m.	v.m.	n.m.
2.....	5-23	8-15	5-52	8-7	6-18	7-40	6-42	6-58
3.....	5-24	8-15	5-53	8-6	6-19	7-38	6-43	6-57
4.....	5-25	8-15	5-54	8-6	6-20	7-36	6-44	6-55
5.....	5-26	8-16	5-55	8-5	6-21	7-35	6-44	6-54
6.....	5-27	8-16	5-56	8-4	6-22	7-34	6-45	6-52
7.....	5-28	8-16	5-57	8-3	6-23	7-32	6-46	6-51
8.....	5-29	8-16	5-58	8-3	6-24	7-31	6-46	6-49
9.....	5-30	8-16	5-59	8-2	6-25	7-29	6-47	6-48
10.....	5-30	8-17	6-0	8-1	6-25	7-28	6-48	6-47
11.....	5-31	8-16	6-1	8-0	6-26	7-27	6-49	6-46
12.....	5-32	8-16	6-2	7-59	6-27	7-25	6-49	6-44
13.....	5-32	8-16	6-3	7-58	6-28	7-24	6-50	6-43
14.....	5-33	8-15	6-4	7-57	6-29	7-23	6-51	6-41
15.....	5-34	8-15	6-5	7-56	6-29	7-21	6-51	6-40
16.....	5-35	8-15	6-6	7-55	6-30	7-20	6-52	6-39
17.....	5-36	8-15	6-7	7-54	6-31	7-18	6-53	6-38
18.....	5-37	8-14	6-8	7-53	6-32	7-17	6-54	6-37
19.....	5-38	8-14	6-9	7-52	6-32	7-16	6-54	6-35
20.....	5-39	8-14	6-10	7-51	6-33	7-14	6-55	6-34
21.....	5-40	8-13	6-11	7-49	6-34	7-13	6-56	6-33
22.....	5-41	8-13	6-11	7-48	6-35	7-12	6-57	6-31
23.....	5-42	8-12	6-12	7-47	6-35	7-11	6-58	6-30
24.....	5-44	8-12	6-13	7-46	6-36	7-9	6-59	6-29
25.....	5-44	8-12	6-14	7-45	6-37	7-8	7-0	6-28
26.....	5-45	8-11	6-15	7-44	6-38	7-7	7-1	6-27
27.....	5-46	8-11	6-16	7-43	6-38	7-6	7-2	6-25
28.....	5-47	8-10	6-17	7-42	6-39	7-5	7-2	6-24
29.....	5-48	8-10	6-18	7-41	6-40	7-3	7-3	6-23
30.....	5-49	8-9	6-18	7-41	6-40	7-2	7-4	6-22
31.....	5-50	8-8			6-41	7-1	7-5	6-21
	5-51	8-8			6-42	7-0		

PART III.

LEAVING THE PORT.

36. *Steps necessary on the part of Masters before vessels may leave the port.*—No vessel will be allowed to leave the limits of the port without permission. Masters must obtain their clearance from the Customs Officer and take it to the Examining Officer on duty at the Examination Office, and to the Naval Control Service Office, which will supply necessary sailing orders.

37. *Signal prohibiting sailing.*—A blue flag hoisted on the grain elevator flagstaff indicates that no merchant vessel is to leave the port whilst the signal is flying.

38. *Routes to be followed.*—These are to be obtained by all ships before leaving port from the Naval Control Service, Union Castle Buildings, in the docks.

PART IV.

PILOTAGE.

39. Pilotage is unnecessary into the examination anchorage. It is compulsory between the examination anchorage and inner anchorage and port. Pilots will be arranged by the Port Captain.

PART V.

BOOM DEFENCES.

40. In the event of boom defences being placed in position a supplementary notice to mariners will be issued.

PART VI.

NIGHT TABLES.

CAPETOWN.—ORDERS AND INSTRUCTIONS FOR THE CONTROL OF TRAFFIC.

Table showing in Standard Time (2 hours fast on Greenwich Mean Time) the times at which "Official Night" ends and begins on each day of the year.

Day of Month.	January.		February.		March.		April.	
	Ends.	Begins.	Ends.	Begins.	Ends.	Begins.	Ends.	Begins.
1.....	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.
2.....	5-23	8-15	5-52	8-7	6-18	7-40	6-42	6-58
3.....	5-24	8-15	5-53	8-6	6-19	7-38	6-43	6-57
4.....	5-25	8-15	5-54	8-6	6-20	7-36	6-44	6-55
5.....	5-26	8-16	5-55	8-5	6-21	7-35	6-44	6-54
6.....	5-27	8-16	5-56	8-4	6-22	7-34	6-45	6-52
7.....	5-28	8-16	5-57	8-3	6-23	7-32	6-46	6-51
8.....	5-29	8-16	5-58	8-3	6-24	7-31	6-46	6-49
9.....	5-30	8-16	5-59	8-2	6-25	7-29	6-47	6-48
10.....	5-30	8-17	6-0	8-1	6-25	7-28	6-48	6-47
11.....	5-31	8-16	6-1	8-0	6-26	7-27	6-49	6-46
12.....	5-32	8-16	6-2	7-59	6-27	7-25	6-49	6-44
13.....	5-32	8-16	6-3	7-58	6-28	7-24	6-50	6-43
14.....	5-33	8-15	6-4	7-57	6-29	7-23	6-51	6-41
15.....	5-34	8-15	6-5	7-56	6-29	7-21	6-51	6-40
16.....	5-35	8-15	6-6	7-55	6-30	7-20	6-52	6-39
17.....	5-36	8-15	6-7	7-54	6-31	7-18	6-53	6-38
18.....	5-37	8-14	6-8	7-53	6-32	7-17	6-54	6-37
19.....	5-38	8-14	6-9	7-52	6-32	7-16	6-54	6-35
20.....	5-39	8-14	6-10	7-51	6-33	7-14	6-55	6-34
21.....	5-40	8-13	6-11	7-49	6-34	7-13	6-56	6-33
22.....	5-41	8-13	6-11	7-48	6-35	7-12	6-57	6-31
23.....	5-42	8-12	6-12	7-47	6-35	7-11	6-58	6-30
24.....	5-44	8-12	6-13	7-46	6-36	7-9	6-59	6-29
25.....	5-44	8-12	6-14	7-45	6-37	7-8	7-0	6-28
26.....	5-45	8-11	6-15	7-44	6-38	7-7	7-1	6-27
27.....	5-46	8-11	6-16	7-43	6-38	7-6	7-2	6-25
28.....	5-47	8-10	6-17	7-42	6-39	7-5	7-2	6-24
29.....	5-48	8-10	6-18	7-41	6-40	7-3	7-3	6-23
30.....	5-49	8-9	6-18	7-41	6-40	7-2	7-4	6-22
31.....	5-50	8-8			6-41	7-1	7-5	6-21
	5-51	8-8			6-42	7-0		

Dag van Maand.	Mei.		Junie.		Julie.		Augustus.	
	Eindig.	Begin.	Eindig.	Begin.	Eindig.	Begin.	Eindig.	Begin.
	v.m.	n.m.	v.m.	n.m.	v.m.	n.m.	v.m.	n.m.
1.....	7-6	6-20	7-27	6-0	7-38	6-1	7-25	6-19
2.....	7-7	6-19	7-28	5-59	7-38	6-1	7-24	6-20
3.....	7-7	6-18	7-28	5-59	7-38	6-2	7-23	6-21
4.....	7-8	6-18	7-29	5-59	7-37	6-2	7-23	6-22
5.....	7-9	6-17	7-30	5-58	7-37	6-2	7-22	6-23
6.....	7-9	6-16	7-30	5-58	7-37	6-3	7-21	6-23
7.....	7-10	6-15	7-31	5-58	7-37	6-3	7-20	6-24
8.....	7-11	6-14	7-31	5-58	7-37	6-4	7-19	6-24
9.....	7-12	6-14	7-32	5-58	7-37	6-5	7-18	6-25
10.....	7-12	6-13	7-32	5-58	7-36	6-6	7-17	6-26
11.....	7-13	6-12	7-33	5-58	7-36	6-6	7-16	6-27
12.....	7-14	6-11	7-34	5-58	7-36	6-7	7-15	6-28
13.....	7-14	6-10	7-34	5-58	7-35	6-7	7-14	6-29
14.....	7-15	6-9	7-35	5-58	7-35	6-8	7-12	6-30
15.....	7-16	6-8	7-35	5-57	7-35	6-8	7-11	6-30
16.....	7-17	6-8	7-35	5-57	7-34	6-9	7-10	6-31
17.....	7-18	6-7	7-36	5-57	7-34	6-10	7-9	6-31
18.....	7-19	6-7	7-36	5-57	7-33	6-10	7-7	6-32
19.....	7-20	6-6	7-37	5-57	7-33	6-11	7-6	6-32
20.....	7-20	6-5	7-37	5-57	7-32	6-11	7-5	6-33
21.....	7-21	6-5	7-37	5-58	7-32	6-12	7-4	6-34
22.....	7-22	6-4	7-38	5-58	7-31	6-13	7-3	6-34
23.....	7-22	6-4	7-38	5-58	7-31	6-14	7-1	6-35
24.....	7-23	6-3	7-39	5-58	7-30	6-15	7-0	6-36
25.....	7-23	6-3	7-39	5-59	7-30	6-15	6-58	6-36
26.....	7-24	6-2	7-38	5-59	7-29	6-16	6-57	6-37
27.....	7-24	6-2	7-38	5-59	7-29	6-16	6-56	6-38
28.....	7-25	6-1	7-38	6-0	7-28	6-17	6-55	6-39
29.....	7-25	6-1	7-38	6-0	7-27	6-17	6-53	6-39
30.....	7-26	6-0	7-38	6-0	7-26	6-18	6-52	6-40
31.....	7-26	6-0			7-25	6-19	6-51	6-40

Day of Month.	May.		June.		July.		August.	
	Ends.	Begin.	Ends.	Begin.	Ends.	Begin.	Ends.	Begin.
	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.
1.....	7-6	6-20	7-27	6-0	7-38	6-1	7-25	6-19
2.....	7-7	6-19	7-28	5-59	7-38	6-1	7-24	6-20
3.....	7-7	6-18	7-28	5-59	7-38	6-2	7-23	6-21
4.....	7-8	6-18	7-29	5-59	7-37	6-2	7-23	6-22
5.....	7-9	6-17	7-30	5-58	7-37	6-2	7-22	6-23
6.....	7-9	6-16	7-30	5-58	7-37	6-3	7-21	6-23
7.....	7-10	6-15	7-31	5-58	7-37	6-3	7-20	6-24
8.....	7-11	6-14	7-31	5-58	7-37	6-4	7-19	6-24
9.....	7-12	6-14	7-32	5-58	7-37	6-5	7-18	6-25
10.....	7-12	6-13	7-32	5-58	7-36	6-6	7-17	6-26
11.....	7-13	6-12	7-33	5-58	7-36	6-6	7-16	6-27
12.....	7-14	6-11	7-34	5-58	7-36	6-7	7-15	6-28
13.....	7-14	6-10	7-34	5-58	7-35	6-7	7-14	6-29
14.....	7-15	6-9	7-35	5-58	7-35	6-8	7-12	6-30
15.....	7-16	6-8	7-35	5-57	7-35	6-8	7-11	6-30
16.....	7-17	6-8	7-35	5-57	7-34	6-9	7-10	6-31
17.....	7-18	6-7	7-36	5-57	7-34	6-10	7-9	6-31
18.....	7-19	6-7	7-36	5-57	7-33	6-10	7-7	6-32
19.....	7-20	6-6	7-37	5-57	7-33	6-11	7-6	6-32
20.....	7-20	6-5	7-37	5-57	7-32	6-11	7-5	6-33
21.....	7-21	6-5	7-37	5-58	7-32	6-12	7-4	6-34
22.....	7-22	6-4	7-38	5-58	7-31	6-13	7-3	6-34
23.....	7-22	6-4	7-38	5-58	7-31	6-14	7-1	6-35
24.....	7-23	6-3	7-39	5-58	7-30	6-15	7-0	6-36
25.....	7-23	6-3	7-39	5-59	7-30	6-15	6-58	6-36
26.....	7-24	6-2	7-38	5-59	7-29	6-16	6-57	6-37
27.....	7-24	6-2	7-38	5-59	7-29	6-16	6-56	6-38
28.....	7-25	6-1	7-38	6-0	7-28	6-17	6-55	6-39
29.....	7-25	6-1	7-38	6-0	7-27	6-17	6-53	6-39
30.....	7-26	6-0	7-38	6-0	7-26	6-18	6-52	6-40
31.....	7-26	6-0			7-25	6-19	6-51	6-40

Dag van Maand.	September.		Oktober.		November.		Desember.	
	Eindig.	Begin.	Eindig.	Begin.	Eindig.	Begin.	Eindig.	Begin.
	v.m.	n.m.	v.m.	n.m.	v.m.	n.m.	v.m.	n.m.
1.....	6-49	6-41	6-10	7-2	5-32	7-29	5-15	7-56
2.....	6-48	6-42	6-8	7-3	5-31	7-29	5-14	7-57
3.....	6-47	6-43	6-7	7-4	5-30	7-30	5-14	7-57
4.....	6-46	6-44	6-6	7-4	5-29	7-31	5-14	7-58
5.....	6-45	6-44	6-5	7-5	5-28	7-32	5-14	7-59
6.....	6-44	6-45	6-3	7-6	5-27	7-33	5-14	8-0
7.....	6-42	6-46	6-2	7-7	5-26	7-34	5-14	8-1
8.....	6-41	6-46	6-1	7-8	5-25	7-35	5-14	8-2
9.....	6-40	6-47	6-0	7-9	5-24	7-36	5-14	8-3
10.....	6-39	6-47	5-58	7-10	5-23	7-37	5-14	8-4
11.....	6-38	6-48	5-57	7-10	5-22	7-38	5-13	8-5
12.....	6-36	6-48	5-56	7-11	5-21	7-39	5-13	8-6
13.....	6-35	6-49	5-54	7-12	5-20	7-40	5-13	8-7
14.....	6-33	6-50	5-53	7-13	5-19	7-41	5-12	8-7
15.....	6-32	6-51	5-51	7-14	5-19	7-42	5-12	8-8
16.....	6-30	6-52	5-50	7-15	5-18	7-43	5-11	8-9
17.....	6-29	6-53	5-49	7-15	5-17	7-44	5-12	8-10
18.....	6-27	6-54	5-48	7-16	5-16	7-46	5-13	8-11
19.....	6-26	6-54	5-46	7-17	5-16	7-47	5-13	8-11
20.....	6-25	6-55	5-45	7-17	5-15	7-48	5-14	8-12
21.....	6-23	6-55	5-44	7-18	5-15	7-49	5-15	8-12
22.....	6-21	6-56	5-43	7-19	5-15	7-50	5-15	8-13
23.....	6-20	6-57	5-41	7-20	5-15	7-51	5-16	8-13
24.....	6-19	6-57	5-40	7-21	5-15	7-52	5-17	8-13
25.....	6-18	6-58	5-39	7-22	5-15	7-53	5-18	8-14
26.....	6-16	6-59	5-38	7-23	5-15	7-53	5-18	8-14
27.....	6-15	6-59	5-37	7-24	5-15	7-54	5-19	8-15
28.....	6-14	7-0	5-36	7-25	5-15	7-54	5-19	8-15
29.....	6-13	7-0	5-35	7-26	5-15	7-55	5-20	8-16
30.....	6-11	7-1	5-34	7-27	5-15	7-56	5-21	8-15
31.....			5-33	7-28			5-22	8-15

Day of Month.	September.		October.		November.		December.	
	Ends.	Begin.	Ends.	Begin.	Ends.	Begin.	Ends.	Begin.
	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.
1.....	6-49	6-41	6-10	7-2	5-32	7-29	5-15	7-56
2.....	6-48	6-42	6-8	7-3	5-31	7-29	5-14	7-57
3.....	6-47	6-43	6-7	7-4	5-30	7-30	5-14	7-57
4.....	6-46	6-44	6-6	7-4	5-29	7-31	5-14	7-58
5.....	6-45	6-44	6-5	7-5	5-28	7-32	5-14	7-59
6.....	6-44	6-45	6-3	7-6	5-27	7-33	5-14	8-0
7.....	6-42	6-46	6-2	7-7	5-26	7-34	5-14	8-1
8.....	6-41	6-46	6-1	7-8	5-25	7-35	5-14	8-2
9.....	6-40	6-47	6-0	7-9	5-24	7-36	5-14	8-3
10.....	6-39	6-47	5-58	7-10	5-23	7-37	5-14	8-4
11.....	6-38	6-48	5-57	7-10	5-22	7-38	5-13	8-5
12.....	6-36	6-48	5-56	7-11	5-21	7-39	5-13	8-6
13.....	6-35	6-49	5-54	7-12	5-20	7-40	5-13	8-7
14.....	6-33	6-50	5-53	7-13	5-19	7-41	5-12	8-7
15.....	6-32	6-51	5-51	7-14	5-19	7-42	5-12	8-8
16.....	6-30	6-52	5-50	7-15	5-18	7-43	5-11	8-9
17.....	6-29	6-53	5-49	7-15	5-17	7-44	5-12	8-10
18.....	6-27	6-54	5-48	7-16	5-16	7-46	5-13	8-11
19.....	6-26	6-54	5-46	7-17	5-16	7-47	5-13	8-11
20.....	6-25	6-55	5-45	7-17	5-15	7-48	5-14	8-12
21.....	6-23	6-55	5-44	7-18	5-15	7-49	5-15	8-12
22.....	6-21	6-56	5-43	7-19	5-15	7-50	5-15	8-13
23.....	6-20	6-57	5-41	7-20	5-15	7-51	5-16	8-13
24.....	6-19	6-57	5-40	7-21	5-15	7-52	5-17	8-13
25.....	6-18	6-58	5-39	7-22	5-15	7-53	5-18	8-14
26.....	6-16	6-59	5-38	7-23	5-15	7-53	5-18	8-14
27.....	6-15	6-59	5-37	7-24	5-15	7-54	5-19	8-15
28.....	6-14	7-0	5-36	7-25	5-15	7-54	5-19	8-15
29.....	6-13	7-0	5-35	7-26	5-15	7-55	5-20	8-16
30.....	6-11	7-1	5-34	7-27	5-15	7-56	5-21	8-15
31.....			5-33	7-28			5-22	8-15

DEEL VII.

LYS VAN OUTORITEITE BY HIERDIE ORDERS EN INSTRUKSIES BETROKKE, VAN WIE TOESTEMMING TOT SEKERE HANDELINGE VERKRY MOET WORD.

Aard van toestemming deur die betrokke outoriteit verleen.	Betrokke outoriteit.	Artikel in orders en instruksies.
Om die hawe binne te vaar....	Hawekaptein en Visenteerbeampte	10
Om die visenteerankerplek te verlaat	Visenteerbeampte....	15
Solank die vaartuig in die visenteerankerplek is— Om die vaartuig te beweeg Met die land in verbinding te tree Skuite te stryk..... Kabels te bedien..... Persone of goedere van die vaartuig te laat gaan	Visenteerbeampte....	22
Om die vaartuig te beweeg solank dit in die hawe is	Hawekaptein.....	25
Om die hawe te verlaat.....	Doeanerbeampte, Hawekaptein, Visenteerbeampte; Kantoor van die Marinereëlingsdiens	36

* No. 192.]

[6 Februarie 1940.

Dit het Sy Eksellensie die Goewerneur-generaal behaag om, kragtens die bepaling van artikel vyf-en-tagtig van die „Zuid-Afrika Verdedigings Wet, 1912”, die volgende orders en instruksies vir die beheer van die openbare verkeer in die hawe Oos-Londen en op die toegangswêë daartoe gedurende die huidige oorlogstoestand, uit te vaardig.

BERIG AAN SEEVARENDES.

ORDERS EN INSTRUKSIES OP DIE REELING VAN VERKEER IN DIE HAWE OOS-LONDEN EN OP DIE TOEGANGSWÊE DAARTOE IN TYD VAN OORLOG.

1. Alle koopvaartskepe (kyk woordbepaling by artikel 6) wat die hawegrense van Oos-Londen nader of daarbinne beweeg, moet tot nadere kennisgewing onderstaande orders en instruksies nakom.

2. Vir sover dit hierdie orders en instruksies betref, word met die hawegrense die volgende bedoel:—

Die gebied binne 'n omtrek van een seemyl van die vuurtoring op die suidelike seemuur af.

Hierdie grense vervang geensins die hawegrense soos omskryf in die „Haweregulasies van die Unie van Suid-Afrika” nie.

3. Behalwe waar die „Haweregulasies van die Unie van Suid-Afrika” van hierdie orders en instruksies afwyk, moet hulle nagekom word.

4. Alle vorige openbare verkeersreglemente vir die hawe Oos-Londen word hiermee ingetrek.

5. *Gebruik van draadloostelegrafie, draadloostelefonie en geluidseine.*—Die gebruik van bogemelde verbindingsmiddels, vir watter doel ook al, in die territoriale waters van die Unie van Suid-Afrika, word verbied. Al uitsondering op hierdie reël is die geluidseine wat kragtens die regulasies ter voorkoming van aanvarings op see gemagtig is.

Ter behoorlike uitvoering van bostaande sal toegang tot sendtoestelle verhoed word en, as dit nie op 'n ander manier bewerkstellig kan word nie, sal die draadloostelegrafiese kantoor of kantore van 'n skip solank dit in die hawe is, deur die doeanerbeampte verseël word. Gedurende die tyd wat die skip in die hawe vertoef, sal toegang tot die draadloostelegrafiese kantoor of kantore slegs op die volgende voorwaardes verleen word:—

As die vaartuig 'n tyd lank in die hawe vertoef sodat die radiopersoneel toegang tot die kantoor (kantore) moet verkry ten einde die batterye, ens., te versorg, moet die gesagvoerder van die vaartuig die doeanerbeamptes daarvan verwittig. Laasgenoemdes kan dan reëlins tref om die seëls oop te breek. Solank die kantoor (kantore) oop is, moet die gesagvoerder daarvoor instaan dat geen berigte versend word nie. Hy moet ook meld hoe lank toegang verlang word.

'n Marine-offisier van die Verdedigingsmag te See of 'n doeanerbeampte moet teenwoordig wees solank die seëls oopgebreek is.

Skending van hierdie orders en instruksies stel die gesagvoerder van die betrokke skip bloot aan boete en kan die inbeslagneming van die skip se radio-apparaat tot gevolg hê.

PART VII

LIST OF AUTHORITIES CONCERNED WITH THESE REGULATIONS FROM WHOM PERMISSION TO DO CERTAIN ACTS IS OBTAINED.

Nature of Permission Granted by the Authority Concerned.	Authority Concerned.	Paragraph in Regulations.
To enter the Port.....	Port Captain, Examining Officer	10
To leave the Examination Anchorage	Examining Officer....	15
While in the Examination Anchorage to:— Move the Vessel..... Communicate with the Shore..... Lower Boats..... Work Cables..... Allow persons or articles to leave the vessel...	Examining Officer....	22
To move the vessel while in the Port	Port Captain.....	25
To leave the Port.....	Customs Officer, Port Captain, Examining Officer, Naval Control Service Office	36

* No. 192.]

[6 February 1940.

His Excellency the Governor-General has been pleased, under the provisions of section eighty-five of the South Africa Defence Act, 1912, to issue the following orders and instructions for the control of the public traffic of the Port and approaches of East London during the present state of war:—

NOTICE TO MARINERS.

ORDERS AND INSTRUCTIONS FOR THE CONTROL OF TRAFFIC OF THE PORT AND APPROACHES OF EAST LONDON IN TIME OF WAR.

1. Until further notice the following orders and instructions are to be observed by all merchant vessels (see definition in paragraph 6) approaching or moving within the limits of the Port of East London.

2. For the purpose of these orders and instructions the limits of the Port are as follows:—

The area enclosed within a radius of one sea mile from the South Breakwater lighthouse.

These limits do not in any way alter the limits of the port as defined in the regulations for the Harbours of the Union of South Africa.

3. The regulations of the Harbours of the Union of South Africa are to be adhered to, except where varied by these orders and instructions.

4. All former public traffic regulations for the port of East London are hereby cancelled.

5. *Use of Wireless Telegraphy, Wireless Telephony, and Sound Signalling.*—The use of any of the above methods of communication or signalling, for any purpose whatsoever, is forbidden in the Territorial Waters of the Union of South Africa; the only exception to this rule is such sound signals as are authorised to be made by the regulations for the preventing of collisions at sea.

For the enforcement of the above, all access to transmitting sets shall be prevented, and if this object cannot be attained otherwise, the W/T office or offices of such ships will be sealed up while in harbour by the Customs officer. During the stay of the vessel in harbour access to the W/T office(s) will only be allowed under the following conditions:—

If the vessel is remaining in harbour for some time so that it is necessary for the wireless staff to have access to the office(s) in order to attend to the batteries, etc., the master of the vessel will be responsible for warning the Customs officers, who may arrange for breaking the seals. The master will be held responsible that no messages are transmitted while the office(s) is (are) open, and should state for how long access is required.

A Naval Seaward Defence Force or Customs officer is to be in attendance for the period during which seals are broken.

Any breach of these orders and instructions renders the masters of offending ships liable to penalties, and to the confiscation of the wireless apparatus of their ships.

6. *Woordbepalings.*—Vir sover dit hierdie orders en instruksies betref, bestaan daar—

- (a) mis, en
- (b) dik weer wanneer die uitsig in so 'n mate deur weers- en ander toestande belemmer word, dat dit vir die visenteervaartuig en die seinstasie onmoontlik is om met optiese seine met mekaar in verbinding te tree;
- (c) beteken „koopvaartskep” alle skepe behalwe visenteer-vaartuie en Britse en vreemde oorlogsskepe;
- (d) beteken „kleinvaartuig” alle vaartuie wat in besit is van loodsdiens-vrystellingsertifikate, uitgereik deur die Administrasie van die S.A.S. en H., asook bagger- en vissersvaartuie, sleepbote, jagte, vragskuite, barkasse en ander klein vaartuie met 'n vlak waterdiepte, behalwe die wat die „White Ensign” voer;
- (e) duur 'n offisiële nag te Oos-Londen van 'n halfuur na sonsondergang tot 'n halfuur voor sonsopgang;
- (f) beteken „visenteervaartuig” elke vaartuig wat in die visenteerdiens is en die seine uiteengesit in artikel 17 voer;
- (g) is die „visenteerbeampte” 'n beampte van die visenteerdiens wat koopvaartskepe of ander vaartuie wat die hawe wil binnevaar, kan visenteer. Daarvolgens verleen of weier hy vergunning aan 'n koopvaartskep om die verdedigde hawe binne te kom.

DEEL I.

TOEGANG TOT DIE HAWE.

7. *Raad aan reders en ekspediteurs.*—Dit is reders en ekspediteurs gerade om, wanneer omstandighede dit toelaat, in hul eie belang en ten einde vertraging van hul vaartuie in die erkenning en deurloping daarvan deur die visenteerdiens te voorkom—

- (a) dit so te reël dat hul vaartuie gewoonlik oordag by die hawe aankom;
- (b) vooraf aan die verantwoordelike offisier van die Verdedigingsmag ter See te Oos-Londen kennis te gee van verwagte aankoms van hul vaartuie in die hawe, met vermelding van die volgende besonderhede:—
 - (1) Naam van vaartuig;
 - (2) dag en uur waarop dit volgens die vaarplan in die hawe moet aankom;
 - (3) uiterlik en onderskeidingsmerke, soos bv. skoorsteenmerke, ens.;
 - (4) soort lading;
 - (5) hawes van laai en los van die lading;
 - (6) aantal passasiers, as daar is;
- (c) toe te sien dat hul vaartuie voorsien is van 'n volledige stel internasionale onderskeidingswimpels, asook van twee wit en twee rooi lanterns—gereed en beskikbaar vir gebruik—benewens die reglementêre navigasieligte.

8. *Instruksies aan koopvaartskepe wat die hawe nader en toegang daartoe verlang.*

- (a) Koopvaartskepe wat van die see af aankom, moet nie nader dan een seemyl aan die vuurtoring op die suidelike breekwater kom nie en moet hulle seinletters op optiese seinafstand van die seinstasie af hys.
- (b) Die visenteervaartuig sal koopvaartskepe buitekant die hawe tegemoet gaan en laasgenoemdes moet die instruksies van die visenteerbeampte uitvoer.

9. Koopvaartskepe wat die hawe nader, word veral gewaarsku teen die gebruik van private seine, van watter aard ook, bedags of snags. Die gebruik daarvan sal tot gevolg hê dat hulle beskiet kan word.

Seine in die morskode wat bedags of snags deur middel van 'n soeklig of ander lampe gegee word, kan egter van die visenteervaartuig of die seinstasie verwag word.

10. Voordat koopvaartskepe toegelaat word om die hawe binne te kom, moet hulle eers deur die visenteerdiens ondersoek word.

11. In die reël sal koopvaartskepe deur die visenteerbeampte in die volgorde waarin hulle in die visenteergebied aankom, gevisenteer word.

12. 'n Koopvaartskep wat sonder toestemming van die visenteerbeampte die visenteergebied verlaat, kan beskiet word.

13. As slegte weer of 'n ander oorsaak die visenteerbeampte of die loods verhinder om aan boord te gaan, kan die koopvaartskep beveel word om te anker of varende te bly of die see in te steek.

14. Hawegelde moet nie van koopvaartskepe wat die visenteervaartuig slegs nader om inligting te verkry, gevorder word nie.

15. *Die visenteergebied.*—As 'n koopvaartskep versoek word om te anker, sal die visenteerbeampte hom meedeel waar hy moet anker werp.

16. Met die oog op die ongunstige toestande wat dikwels in die oop ankerplek van die hawe heers, moet visenteerbeamptes, voordat hulle die gesagvoerder van 'n vaartuig beveel om te anker, eers van hom verneem of dit na sy mening doenlik is (kyk artikels 13 en 15).

6. *Definitions.*—For the purpose of these orders and instructions:—

- (a) Fog; and
- (b) Thick Weather is considered to exist when it is impossible, owing to meteorological or other conditions affecting visibility, to communicate between the examination vessel and the signal station by visual signals.
- (c) The term “merchant vessel” includes all vessels other than examination vessels and British and Foreign war vessels.
- (d) The term “small craft” includes all vessels holding pilotage exemption certificates issued by the S.A.R. & H. Administration and dredgers, fishing vessels, tugs, yachts, barges, launches and other small vessels of light draft other than those flying the White Ensign.
- (e) Official night is to commence 30 minutes after sunset and is to terminate 30 minutes before sunrise at East London.
- (f) The term “examination vessel” includes any vessel employed in the examination service which displays the signals specified in paragraph 17.
- (g) The examining officer is an officer of the examination service who may examine merchant vessels or any craft wishing to enter the port. As a result of his examination he permits, or does not permit, a merchant vessel to enter the Defended Port.

PART I.

ENTRANCE TO THE PORT.

7. *Advice to Ship Owners and Shipping Agents.*—Ship owners and shipping agents are advised that, in their own interests, and in order to avoid delays to their vessels in their recognition by and passage through the examination service, they should when circumstances permit:—

- (a) As a general rule arrange for their vessels to arrive at the port during daylight.
- (b) Give previous notice of the expected arrival of their vessels at the port to the Seaward Defence Force Officer in Charge at East London; stating the following particulars:—
 - (1) Name of vessel.
 - (2) Date and time due at the port.
 - (3) Appearance and distinguishing features, such as funnel marks, etc.
 - (4) Nature of cargo.
 - (5) Ports of lading and ports of discharge of cargo.
 - (6) Number of passengers, if any.
- (c) See that their vessels are provided with a complete set of International Code Flags, also with two white and two red lanterns ready and available for use—in addition to the regulation navigation lights.

8. *Instructions for Merchant Vessels approaching and wishing to enter the Port.*

- (a) Merchant vessels arriving from seaward are not to approach nearer than one sea mile from the South Breakwater lighthouse. They are to hoist their signal letters when within visual distance of the signal station.
- (b) They will be met outside the port by the examination vessel. They are to obey the instructions of the examination officer.

9. Merchant vessels approaching the port are especially cautioned against making use of private signals of any description, either by day or night; the use of such signals will render them liable to be fired on.

Morse signalling by searchlight or other lamps during day or night may however be expected from the examination vessel or the signal station.

10. All merchant vessels must pass through the examination service before they will be permitted to enter the port.

11. As a general rule, merchant vessels will be examined by the examination officer in the order of their arrival in the examination area.

12. Any merchant vessel attempting to leave the examination area without permission from the examination officer may be fired on.

13. Should bad weather or other causes prevent a merchant vessel being boarded by the examination officer or pilot, she may be ordered either to anchor or remain under weigh or to proceed to sea.

14. Port dues will not be collected from merchant vessels which close the examination vessel solely for the purpose of obtaining information.

15. *Examination Area.*—Should a merchant vessel be required to anchor, her berth will be notified to her by the examination officer.

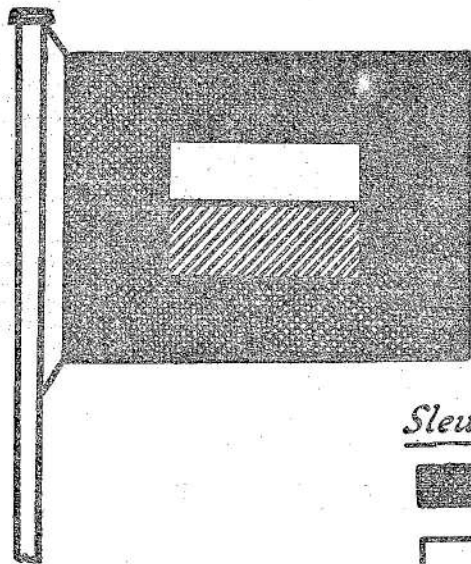
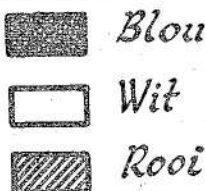
16. Observing the conditions which frequently occur in the exposed anchorage of the port, examination officers should ascertain from the master of a vessel that he considers it feasible to anchor before giving him an order to do so (see paragraphs 13 and 15).

17. *Die visenteervaartuig.*

(a) Die visenteervaartuig kan in die omtrek van die hawe gevind word.

(b) *Onderskeidingsmerke:—*

- (1) *Bedags* voer dit 'n spesiale vlag—wit en rooi horisontaal, met 'n blou rand daaromheen—aan die voorbogramsteng, asook die „Blue Ensign” aan die vlagsteng.

*Sleutel*

As die hawe gesluit is (kyk artikel 18) word benewens bogaande, drie rooi balle vertikaal en 6 vt. van mekaar af op 'n plek waar hulle rondom die horison duidelik sigbaar is, gehys.

- (2) *Snags* voer dit, benewens die gewone nawigasieligte, drie ligte vertikaal en 6 vt. van mekaar af op 'n plek waar hulle rondom die horison duidelik sigbaar is. Hierdie drie ligte is wit wanneer die hawe oop is en rooi wanneer dit gesluit is. (Kyk artikel 18.)

18. *Hawe gesluit.*—„Hawe gesluit” beteken dat vaartuie nie toegelaat is om die hawe verder as die visenteergebied binne te vaar nie. Normaalweg sal die hawe snags en in mistige of dik weer gesluit wees. Boonop kan die hawe op enige ander tyd op bevel van die verantwoordelike offisier van die Verdedigingsmag ter See of van die hawe-overheid gesluit word.

19. *Die sein wat aandui dat die hawe gesluit is en waar dit gehys word:—*

(a) *Bedags.*—

- (1) word die sein wat in artikel 17 omskryf is op die visenteervaartuig gehys;

- (2) word 'n soortgelyke sein by die seinstasie gehys;

(b) *Snags.*—

- (1) word die sein wat in artikel 17 omskryf is op die visenteervaartuig gehys;

- (2) word 'n soortgelyke sein by die seinstasie gehys;

20. *Wat koopvaartskepe moet doen wanneer die hawe gesluit is.*—Wanneer die seine in artikel 19 aangedui, vertoon word, is die hawe gesluit en moet alle skepe handel volgens die bevel van die visenteerbeampte. Geen koopvaartskip word toegelaat om van die visenteergebied af die see in te steek sonder toestemming van die visenteerbeampte nie.

21. *Bepalings wat in die visenteergebied nagekom moet word.*—Behalwe om 'n lewe of lewens te red om 'n ongeluk te voorkom, of met die toestemming vooraf van die visenteerbeampte verkry, mag koopvaartskepe nie—

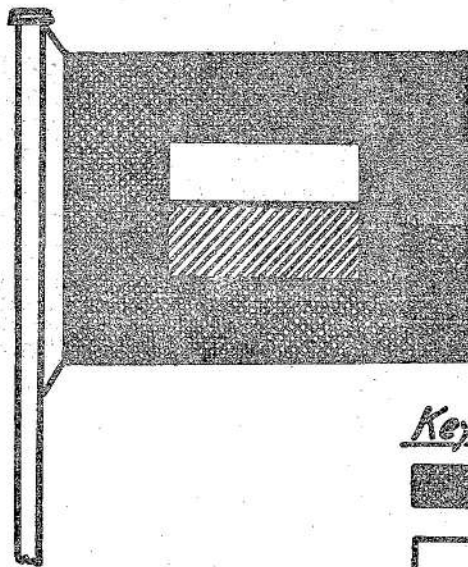
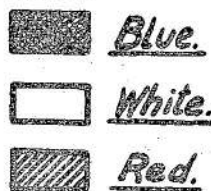
- (1) vaar nadat hulle deur die visenteervaartuig gelas is om by te draai nie;
- (2) op watter wyse ook al met die land of ander vaartuie, behalwe die visenteervaartuig of die seinstasie in verbanding tree nie;
- (3) skuite stryk nie;
- (4) kables bedien nie;
- (5) toelaat dat iemand die vaartuig verlaat of dat 'n deel daarvan, of van die vrag, voorrade, ens., verwyder word nie.

As dit nodig blyk om sonder toestemming van die visenteerbeampte of van die seinstasie van ogemelde dinge te doen ten einde 'n lewe of lewens te red of 'n ongeluk te voorkom, moet hierdie beampte so gou as moontlik daarvan verwittig word.

17. *Examination Vessel.*—(a) The examination vessel may be found in the vicinity of the port.

(b) *Distinguishing Marks:—*

- (1) *By Day.*—She will fly a special flag—white and red horizontal, surrounded by a blue border—at the foremast head. The Blue Ensign at the ensign staff.

*Key.*

Should the port be closed (see para. 18) there will be hoisted, in addition to the above flags, 3 red balls vertical 6 feet apart, in a position where they are clearly visible all round the horizon.

- (2) *By Night.*—She will carry, in addition to the ordinary navigation lights, 3 lights vertical, 6 feet apart, in a position where they are clearly visible all round the horizon. These 3 lights will be white when the port is open and red when the port is closed (see para. 18).

18. *Port Closed. Meaning of the term.*—The term “Port Closed” means that vessels are not permitted to proceed further inward than the examination area. The port will be normally closed at night, in a fog, or thick weather. In addition, the port may be closed at any other time by order of the Seaward Defence Force Officer in Charge or the Port Authorities.

19. *What the signal to indicate “port closed” is, and where it is hoisted:—*

(a) *By day.*—

1. In the examination vessel, as given in paragraph 17.
2. At the signal station, a similar signal.

(b) *By Night.*—

1. In the examination vessel, as given in paragraph 17.
2. At the signal station, a similar signal.

20. *Instructions as to what merchant vessels must do when the port is closed.*—When the signals specified in paragraph 19 are displayed, the port is closed, and all merchant vessels must act as directed by the examination officer. No merchant vessel is permitted to proceed to sea from the examination area without permission from the examination officer (see paragraph 12).

21. *Regulations to be observed when in the examination area.*—Except to save life or to avoid accident, or with the previous permission of the examination officer, merchant vessels are forbidden to—

- (1) move the vessel after being hove to by the examination vessel;
- (2) communicate in any way with the shore or with vessels other than the examination vessel or the signal station;
- (3) lower any boats;
- (4) work cables;
- (5) allow any person to leave the vessel or any part of the vessel, cargo, stores, etc., to be removed.

Should it be necessary in order to save life, or to avoid accident, to do any of these things without the permission of the examination officer or signal station, this officer is to be informed as soon as possible.

22. *Hoe koopvaartskepe met die visenteerbeampte of met die seinstasie in verbinding moet tree wanneer hulle op optiese seinafstand kom:—*

- (a) *Bedags* moet koopvaartskepe die vlag JG van die Internasionale Seinboek hys.
- (b) *Snags* moet koopvaartskepe twee ligte vertikaal, 3 vt. van mekaar af en rooi oor wit, aan die kop van die voorbromsteng hys en kan hulle boonop J. G. met 'n flitslamp sein.

DEEL II.

BINNEHAWEBEWEGINGS.

23. Die plaaslike owerheid oor binnehawebewegings van vaartuie is die hawekaptein.

24. *Patrolleer van die hawe en sy toegangsweë.*—Die hawe en sy toegangsweë kan deur die patroleerbote van die Verdedigingsmag ter See (en/of staatsvaartuie) gepatroleer word. Gesagvoerders van koopvaartskepe word hierby aangesê om alle bevele deur hierdie patrollies gegee, te gehoorsaam. Alle koopvaartskepe kan deur hierdie patrollies ondersoek en gevisenteer word.

'n Koopvaartskip wat bevele deur hierdie patrollies gegee, nie gehoorsaam nie, loop gevaar om beskiet te word.

25. Die volgende instruksies aangaande ligte wat snags deur alle koopvaartskepe wat in die hawe of in die visenteergebied is, gevoer word, kan op las van die vestingbevelvoerder te Oos-Londen in werking gestel word:—

Alle koopvaartskepe moet—

(a) *wanneer hulle varende is* reglementêre ligte voer;

(b) *wanneer hulle geanker of gemeer is* normaalweg geen ligte wat buiteboords sigbaar is, voer nie (maar kyk artikel 26).

26. Solank 'n koopvaartskip varende is, moet ander koopvaartskepe wat geanker of gemeer lê ankerligte voer (kyk artikel 28) totdat die skip geanker of gemeer is, of totdat hy, ingeval hy afvaar, uit die hawe uit is. Vaartuie wat in die visenteergebied geanker lê, moet wanneer die skip wat varende is, uit die visenteergebied uit is, hul ligte afskerm.

27. *Vaar- en boegligte.*—Koopvaartskepe wat toegelaat word om in die donker binne die hawe en in die visenteergebied te vaar, mag nie elektriese lanterns vir vaar- en boegligte gebruik nie.

28. *Ankerligte.*—Elektriese lanterns mag nie gebruik word nie. Die gewone ligskerpte van lanterns wat gebruik word, moet met die helfte verminder word. Alle lanterns wat gebruik word, moet van 'n kopskerm voorsien wees wat die lig met 'n hoek van 20 tot 25 grade bokant die horisontale vlak kan afsny.

29. *Ander ligte.*—Geen ligte bo, op dek of ander buiten dié in artikels 25 tot 28 vermeld en die wat nodig is in gemagtigde seinverbinding mag buiteboords sigbaar wees nie. Dit geld in elke koopvaartskip, afgesien daarvan of dit varende, geanker of gemeer is.

Die is gebiedend noodsaaklik dat gesagvoerders van koopvaartskepe toesien dat hierdie bepaling wat vir hul eie beskerming opgestel is, nagekom word.

DEEL III.

DIE HAWE VERLAAT.

30. *Nodige stappe wat deur gesagvoerders gedoen moet word voordat vaartuie die hawe mag verlaat.*—Die „Haweregulasies van die Unie van Suid-Afrika” moet voor die afvaart nagekom word. Gesagvoerders moet boonop die toestemming van die verantwoordelike offisier van die Verdedigingsmag ter See verkry. Laasgenoemde sal ook inligting aangaande waarskuwings omtrent myne, roetes, ens., aan hulle verskaf.

31. *Roetes wat gevolg moet word.*—Die roetes deur die aangewese outoriteit van die marine of van die Verdedigingsmag ter See aangeduie.

DEEL IV.

LOODSDIENS.

32. Wat die loodsdien betref moet die „Haweregulasies van die Unie van Suid-Afrika” nagekom word.

DEEL V.

KLEINVAARTUIE.

33. Kleinvaartuie mag nie die hawe binne vaar voordat hulle deur die visenteerdiens geïdentifiseer is nie. Dit is gesagvoerders van kleinvaartuie gerade om die hawe snags of in dik of mistige weer met groot omsigtigheid te nader, aangesien hulle sonder waarskuwing beskiet kan word.

22. *To get into communication with the examination officer or signal station when in visual touch.*

(a) *By day.*—Merchant vessels are to hoist flag JG International Code.

(b) *By night.*—Merchant vessels are to hoist 2 lights vertical red over white, three feet apart, at the foremast head, and may in addition make JG by flashing lamp.

PART II.

INTERNAL MOVEMENT OF CRAFT.

23. The local authority controlling internal movement of craft within the area of the port will be the Port Captain.

24. *Patrol of the Port and Seaward approaches thereto.*—The port and the approaches thereto may be patrolled by Seaward Defence Force Patrol Boats (and/or Government vessels). Captains, masters and others in charge of merchant vessels are hereby warned to observe any orders given by these patrols. All merchant vessels are subject to inspection and search by these patrols.

Disobedience of orders given by these patrols renders a merchant vessel liable to be fired on.

25. The following instructions in regard to lights to be shown at night by all merchant ships in the port or examination anchorage may be put into force on the authority of the Fortress Commander, East London:—

By all Merchant Vessels:—

(a) When under-way the regulation lights are to be displayed.

(b) When at anchor or secured—normally, no lights are to be visible from out-board (but see para. 26).

26. When a merchant vessel is under-way, merchant vessels at anchor or secured are to show anchor lights (see para. 28) until such vessel is anchored or secured or, in the case of a merchant vessel leaving, until such vessel is clear of the port. Vessels at anchor in the examination anchorage are to obscure their lights when the vessel under-way is clear of the examination anchorage.

27. *Steaming lights and bow lights.*—Merchant vessels permitted to navigate within the port and in the examination anchorage in the dark hours, are not to employ electrically lit lanterns as steaming or bow lights.

28. *Anchor lights.*—Electrically lit lanterns are not to be used. Normal brilliancy of all lanterns used is to be reduced by one-half. All lanterns used are to be fitted with overhead screens, arranged so as to cut off the light at an angle of between 20 and 25 degrees above the horizontal.

29. *Other lights.*—No lights aloft, on deck, or below, except those mentioned in paras. 25 to 28, above and such as are necessary for authorised signalling purposes, shall be permitted to be visible from outboard. This applies to all merchant vessels, whether under-way, at anchor, or secured.

It is imperative that masters and others in charge of merchant vessels should see that this order, which is made for their own protection, is carried out.

PART III.

LEAVING THE PORT.

30. *Steps necessary on the part of Masters before vessels may leave the port.*—The Regulations for the Harbours of the Union of South Africa are to be observed before sailing. In addition Masters are to obtain the permission of the Seaward Defence Force Officer in Charge who will supply information as to mine warnings, routes, etc.

31. *Routes to be followed.*—As instructed by the appropriate Naval or Seaward Defence Force Authorities.

PART IV.

PILOTAGE.

32. The Regulations for the Harbours of the Union of South Africa are to be observed.

PART V.

SMALL CRAFT.

33. Small Craft are not to enter the harbour until their identity has been established by the Examination Service. Skippers of small craft should use great caution in approaching the harbour in thick or foggy weather and at night, as they may be fired upon without warning.

* No. 193.]

[6 Februarie 1940.]

Dit het Sy Eksellensie die Goewerneur-generaal behaag om, kragtens die bepaling van artikel vyf-en-tagtig van die „Zuid-Afrika Verdedigings Wet, 1912“, die volgende orders en instruksies vir die beheer van die openbare verkeer in die hawe van Durban gedurende die huidige oorlogstoestand, uit te vaardig.

BERIG AAN SEEVARENDES.

DURBAN HAWE.

ORDERS EN INSTRUKSIES OP DIE REELING VAN OPENBARE VERKEER.

1. Alle koopvaartskepe (kyk woordbepaling by artikel 6) wat die hawegrense van Durban nader of daarbinne beweeg, moet tot nadere kennisgewing onderstaande orders en instruksies nakom.

2. Met die hawegrense van Durban word die volgende bedoel:—

(a) Die Kaap genoem die „Bluff“ en van sy noordelike punt af tot by 'n lyn wat van die binnehawe af aan die noordekant van die Erwe Nos. 35, 31, 29 en 27, Fynlands, loop tot by die Indiese Oseaan, en vandaar tot by die strand wat bekend staan as die „Admiralty Reserve“ en rondom die „Bluff“ lê, en dan van die „Bluff“ af al langs die strand tot by die Umgenirivier en daarvandaan so ver die see in as wat die regsgebied van die Unie-regering strek.

(b) Die inham Natal tot by sy hoogwatermerk en die eilande in die inham, asook die strand, kaaie, dokke, bassins, seehoofde, piere, hawewerke en alle hawe- en dokgrond wat die eiendom van die regering van die Unie van Suid-Afrika is. Hierdie stukke grond sluit egter nie die gedeeltes van die Kaap of van die „Bluff“ in wat vir verdedigingsdoeleindes gereserveer is nie.

3. Behalwe waar die gewone hawereglement van hierdie orders en instruksies afwyk, moet dit nagekom word.

4. Alle vorige openbare verkeersreglemente word hiermee ingetrek.

5. Die gebruik van draadloostelegrafie, draadloostelefonie en geluidseine vir watter doel ook al, word verbied. Al uitsondering op hierdie reël is die geluidseine wat kragtens die regulasies ter voorkoming van aanvarings op see gemagtig is. Ter behoorlike uitvoering van bostaande moet die draadloostelegrafiese kantoor of kantore van sodanige skepe solank hulle in die hawe is, verseël word deur die doeane- of ander beampte wat met hierdie verantwoordelikheid belas is. Gedurende die tyd wat die skip in die hawe vertoef, sal toegang tot die draadloostelegrafiese kantoor of kantore op die volgende voorwaardes verleen word:—

As die vaartuig 'n tyd lank in die hawe vertoef sodat die radiopersonneel toegang tot die kantoor (kantore) moet verkry ten einde die batterye, ens., te versorg, moet die gesagvoerder van die koopvaartskip die doeanebeamptes daarvan verwittig. Laasgenoemdes kan dan reëlings tref om die seëls oop te breek. Solank die kantoor (kantore) oop is, moet die gesagvoerder daarvoor instaan dat geen berigte versend word nie en moet hy ook meld hoelank toegang verlang word, sodat die doeanebeamptes later weer aan boord kan gaan om die kantoor (kantore) te verseël.

Skending van hierdie bepaling stel die gesagvoerder van die betrokke skip bloot aan boete en kan die inbeslagneming van die skip se radio-apparaat tot gevolg hê.

Hierdie bepaling is nie van toepassing op kleinvaartuie wat, kragtens magtiging van die regering van die Unie van Suid-Afrika, in bedryf is nie.

6. **Woordbepalings.**—Vir sover dit hierdie orders en instruksies betref—

- (a) bestaan daar mis en dik weer wanneer die uitsig in so'n mate deur weers- en ander toestande belemmer word dat dit vir die visenteerstoomskip en die visenteerdiens-battery onmoontlik is om met optiese seine met mekaar in verbinding te tree.
- (b) beteken „koopvaartskip“ alle skepe behalwe visenteerstoomskepe en Britse en vreemde oorlogsskepe;
- (c) beteken „kleinvaartskip“ plaaslike kus- en walvisvaarders en treilers, asook alle motor- en oop bootjies deur die plaaslike owerheid gelisensieer en private seil- en motorplezierbootjies;
- (d) word die duur van 'n „offisiële nag“ in die aanhangsel hiervan aangedui;
- (e) beteken „visenteerstoomskip“ elke vaartuig wat in die visenteerdiens is en die seine uiteengesit in artikel 16 (a) voer;
- (f) beteken „visenteerbeampte“ die beampte van die visenteerdiens wat hom gewoonlik op die visenteerstoomskip bevind en koopvaartskepe wat 'n verdedigde hawe wil binne vaar, buitekant die hawe visenteer. Daarvolgens verleen of weier hy vergunning aan 'n koopvaartskip om 'n verdedigde hawe binne te kom.

* No. 193.]

[6 February 1940.]

His Excellency the Governor-General has been pleased, under the provisions of section eighty-five of the South Africa Defence Act, 1912, to issue the following orders and instructions for the control of the public traffic of the Port of Durban during the present state of war:—

NOTICE TO MARINERS.

PORT OF DURBAN.

ORDERS AND INSTRUCTIONS FOR THE CONTROL OF PUBLIC TRAFFIC.

1. Until further notice the following orders and instructions are to be observed by all merchant vessels (see definition para. 6) approaching or moving within the limits of the Port of Durban.

2. The limits of the Port of Durban are:—

(a) The promontory called the Bluff from its northern extremity to a line drawn from the inner harbour to the Indian Ocean, northward of Lots Nos. 35, 31, 29 and 27 Fynlands, and to the foreshore known as the Admiralty Reserve on either side of the Bluff and along the shore from the Bluff to the Umgeni River and as far seaward as the jurisdiction of the Union Government extends.

(b) The Bay of Natal up to high water mark and the islands of the bay; together with the foreshore, wharves, docks, basins, jetties, piers and harbour works and all harbour and dock lands vested in the Government of the Union of South Africa, but such area shall not include any portion of the promontory of the bluff set apart for defence purposes.

3. The ordinary regulations of the port are to be adhered to, except where varied by these orders and instructions.

4. All former public traffic regulations are hereby cancelled.

5. The use of wireless telegraphy, wireless telephony, and sound signalling for any purpose whatsoever is forbidden; the only exception to this rule is such sound signals as are authorised to be made by the regulations for the prevention of collisions at sea.

For the proper enforcement of the above the wireless telegraph office or offices of such ships will be sealed up while in harbour by the Customs or other officer to whom this responsibility has been assigned. During the stay of the vessel in harbour, access to the wireless telegraph office(s) will be allowed under the following condition:—

If the vessel is remaining in harbour for some time so that it is necessary for wireless staff to have access to the office(s) in order to attend to the batteries, etc., the master of the merchant vessel will be responsible for warning the Customs officers, who may arrange for the breaking of the seals. The master will be held responsible that no messages are transmitted while the office(s) are open, and should state for how long access is required in order that the Customs officers may afterwards go on board and reseal the office(s).

Any breach of these regulations renders the masters of the offending ships liable to penalties, and to the confiscation of the wireless apparatus of their ships.

This regulation shall not apply to small craft operating under the authority of the Government of the Union of South Africa.

6. **Definitions.**—For the purpose of these orders and instructions:—

- (a) Fog and thick weather is considered to exist when it is impossible, owing to meteorological or other conditions affecting visibility, to communicate between the examination steamer and the examination battery by visual signals.
- (b) The term merchant vessels includes all vessels other than the examination steamers and British and Foreign war vessels.
- (c) The term “small craft” refers to local coasters, local whalers, and trawlers, all motor boats and open boats which are licensed by local authority, privately owned pleasure boats, sail and motor.
- (d) Official night is as given in appendix.
- (e) Examination steamer.—This term includes any vessel employed in the examination service which displays the signals specified in paragraph 16 (a).
- (f) The examining officer is the officer of the examination service, normally in the examination steamer, who examines merchant vessels wishing to enter a Defended Port prior to their entry. As a result of this, he permits, or does not permit, a merchant vessel to enter a Defended Port.

7. *Raad aan reders en ekspediteurs.*—Dit is reders en ekspediteurs gerade om, wanneer omstandighede dit toelaat, in hul eie belang en ten einde vertraging van hul vaartuie in die erkenning en deurlating daarvan deur die visenteerdiens te voorkom—

- (a) dit so te reël dat hulle vaartuie gewoonlik oordag by die hawe aankom;
(b) vooraf aan die marineowerheid kennis te gee van die verwagte aankoms van hul vaartuie in die hawe, met vermelding van die volgende besonderhede:—

- (1) Naam van vaartuig.
- (2) Dag en uur waarop dit volgens die vaarplan in die hawe moet aankom.
- (3) Uiterlik en onderskeidingsmerke, soos by. skoorsteenmerke, ens.
- (4) Soort lading.
- (5) Hawes van laai en los van die lading.
- (6) Aantal passasiers, as daar is;

- (c) toe te sien dat hul vaartuie voorsien is van 'n volledige stel internasionale onderskeidingswimpels asook van twee wit en twee rooi lanterns—gereed en beskikbaar vir gebruik—benewens die reglementêre nawigasieligte.

8. *Instruksies aan koopvaartskepe wat toegang tot die hawe verlang of die hawe aandoen om bevele te ontvang.*—Koopvaartskepe, (buiten kleinvaartuie) wat van die see af inkom, moet varende bly totdat hulle deur die visenteerbeampte beveel word om in die visenteerankerplek te anker, of die hawe binne te vaar.

9. Koopvaartskepe wat die hawe nader, word veral gewaarsku teen die gebruik van private seine, van watter aard ook, bedags of snags. Die gebruik daarvan kan tot gevolg hê dat hulle beskiet word.

10. Voordat koopvaartskepe toegelaat word om die hawe binne te kom, moet hulle eers deur die visenteerdiens ondersoek word. Kyk Berig aan Seevarendes, No. 1 van 1939.

11. Sodra koopvaartskepe die hawe Durban tot op optiese seinafstand genader het, moet hulle hul seinletters hys en nie wag op die sein „Wat is die naam van u vaartuig?“ wat deur die visenteerstoomskip of die seinstasie gegee word nie.

12. 'n Koopvaartskip wat sonder toestemming van die visenteerbeampte die visenteerankerplek verlaat, loop gevaar om beskiet te word.

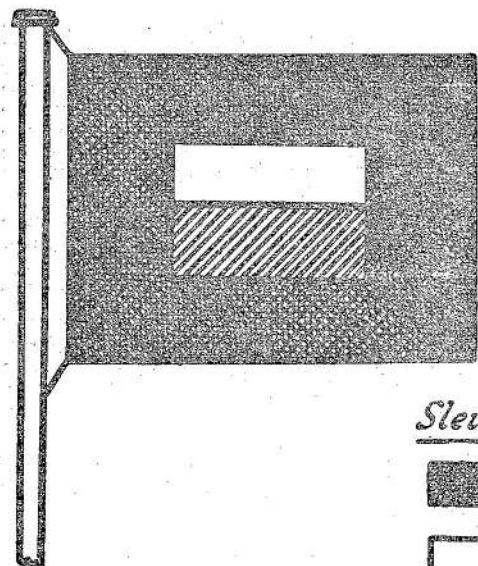
13. As slegte weer of 'n ander oorsaak 'n koopvaartskip verhoed om in die visenteerankerplek te anker, moet die visenteerbeampte hom gelas om op die visenteerankerplek varende te bly of die see in te steek, en hom nie toelaat om die hawe binne te kom nie, tensy hy, terwyl hy varende is, deur die visenteerbeampte geïdentifiseer kan word.

14. Hawegelde moet nie van koopvaartskepe wat die visenteerstoomskip slegs nader om inligting te verkry, gevorder word nie.

15. Skepe wat die hawe in mis of dik weer wat in artikel 6 bepaal is, nader, moet uiters versigtig navigeer.

16. Die visenteerstoomskip sal in die visenteerankerplek of in die omgewing daarvan gevind word en sal aan die volgende onderskeidingsmerke geken word:—

- (a) *Bedags* voer dit 'n spesiale vlag—wit en rooi horisontaal, met 'n blou rand daaromheen—aan die kop van die bobramsteng, en die „Blue Ensign“.



Sleutel

- Blou
Wit
Rooi

As die hawe gesluit is (kyk artikel 17), moet die visenteerstoomskip benewens bogaande, drie rooi balle vertikaal en 6 vt. van mekaar af hys op 'n plek waar hulle rondom die horison duidelik sigbaar is.

- (b) *Snags* moet die visenteerstoomskip benewens die gewone nawigasieligte, drie ligte vertikaal en 6 vt. van mekaar af voer op 'n plek waar hulle rondom die horison duidelik sigbaar is. Hierdie drie ligte moet wanneer die hawe oop is wit en wanneer dit gesluit is rooi wees. (Kyk artikel 17.)

7. *Advice to shipowners and shipping agents.*—Shipowners and shipping agents are advised that, in their own interests, and in order to avoid delays to their vessels in their recognition by and passage through the examination service, they should when circumstances permit:—

- (a) As a general rule arrange for their vessels to arrive at the port during daylight.
(b) Give previous notice of the expected arrival of their vessels at the port to the Naval Authority, stating the following particulars:—

- (1) Name of vessel.
- (2) Date and time due at the port.
- (3) Appearance and distinguishing features such as funnel marks, etc.
- (4) Nature of cargo.
- (5) Ports of lading and ports of discharge of cargo.
- (6) Number of passengers, if any.

- (c) See that their vessels are provided with a complete set of International Code Flags, also with two white and two red lanterns—ready and available for use—in addition to the regulation navigation lights.

8. *Instructions for merchant vessels wishing to enter the port or calling for orders.*—Merchant vessels (other than small craft) arriving from seaward shall remain under way until directed by the examination officer to anchor in the examination anchorage or to proceed into harbour.

9. Merchant vessels approaching the port are especially cautioned against making use of private signals of any description, either by day or night; the use of such signals will render merchant vessels liable to be fired on.

10. All merchant vessels must pass through the examination service before they will be permitted to enter the port.

Attention is called to Notice to Mariners No. 1 of 1939.

11. All merchant vessels approaching the Port of Durban must hoist their signal letters on arriving within visual signal distance of the port and are not to wait for the signal “What is the name of your vessel?” to be made from the examination steamer or signal station.

12. An merchant vessel attempting to leave the examination anchorage without permission from the examination officer will be liable to be fired on.

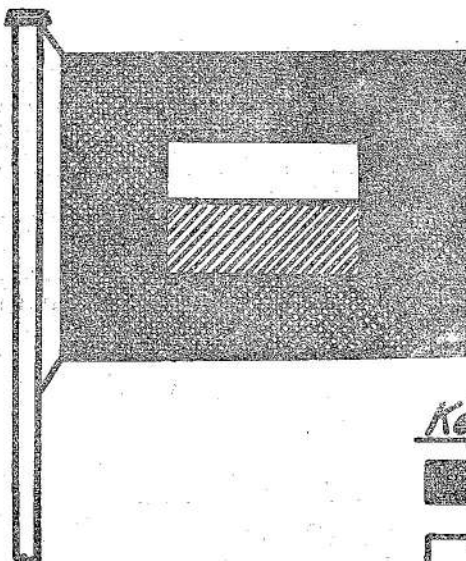
13. Should bad weather or other cause prevent a merchant vessel from anchoring in the examination anchorage, she will be ordered by the examination officer to remain under way in the examination anchorage or to proceed to sea, and will not be permitted to enter the port unless she can be identified while under-way by the examination officer.

14. Port dues will not be collected from merchant vessels which close the examination steamer solely for the purpose of obtaining information.

15. In fog and thick weather as defined in paragraph 6 ships approaching the port shall navigate with the utmost caution.

16. The examination steamer will be found in the examination anchorage or in the vicinity thereof and will be known by the following distinguishing marks:—

- (a) By day.—They will fly a special flag, white and red horizontal, surrounded by a blue border, at the mast head, and the Blue Ensign.



Key.

- Blue.
White.
Red.

Should the port be closed (see para. 17) they will hoist in addition to the above, 3 red balls vertical, 6 ft apart, in a position where they are clearly visible all round the horizon.

- (b) By night.—They will carry in addition to the ordinary navigation lights, 3 lights vertical, 6 ft. apart, in a position where they are clearly visible all round the horizon. These 3 lights will be white when the port is open, and red when the port is closed (see para. 17).

17. „Hawe gesluit” en sein om dit aan te dui.—„Hawe gesluit” beteken dat vaartuie nie toegelaat word om verder as die visenteerankerplek die hawe binne te vaar nie. Die hawe kan te eniger tyd op bevel van die verantwoordelike offisier van die Verdedigingsmag ter See gesluit word. Solank dit donker is, word die hawe gesluit tensy spesiale reëlings getref word om dit oop te hou. Die visenteerdiens bly in werking.

18. Die sein wat aandui dat die hawe gesluit is:—

- (a) Bedags word drie rooi balle vertikaal en 6 vt. van mekaar op 'n plek op die visenteerstoomskip gehys waar hulle rondom die horizon duidelik sigbaar is. (Kyk artikel 16.) 'n Soortgelyke sein word ook by die seinstasie op die „Bluff” gehys.
- (b) Snags word in die plek van die drie wit ligte wat gehys word wanneer die hawe oop is (kyk artikel 16) drie rooi ligte vertikaal en 6 vt. van mekaar af op 'n plek op die visenteerstoomskip gehys waar hulle rondom die horizon duidelik sigbaar is. 'n Soortgelyke sein word by die seinstasie op die „Bluff” gehys.

19. Die hawe kan ooreenkomstig die bepalings van die plaaslike haweregulement weens die weer gesluit word. Hiervoor is die sein:—

- (a) Bedags 'n kegel met die punt na onder wat aan die nok van die ra van die seinstasie op die „Bluff” gehys word.
- (b) 'n Rooi lig wat op 'n soortgelyke plek gehys word. (Kyk „Africa Pilot”, punt III.)

20. Wanneer die seine wat in artikels 18 en/of 19 aangedui, vertoon word, is die hawe gesluit en moet alle koopvaartskepe of in die visenteerankerplek bly of die see insteek. Geen koopvaartskip word toegelaat om van die visenteerankerplek af die see in te steek sonder toestemming van die visenteerbeampte nie. (Kyk artikel 12.)

21. Bepalings wat by die visenteerankerplek nagekom moet word.—Behalwe om 'n lewe of lewens te red of 'n ongeluk te voorkom, of met die toestemming vooraf van die visenteerbeampte verkry, mag koopvaartskepe nie—

- (1) beweeg nie. (Kyk artikel 12);
- (2) op watter wyse ook al met die land of met 'n ander vaartuig in verbinding tree nie;
- (3) skuie stryk nie;
- (4) kables bedien nie;
- (5) toelaat dat iemand die vaartuig verlaat of dat 'n deel daarvan, of van die vrag, voorrade, ens., verwyder word nie.

As dit nodig blyk om sonder toestemming van die visenteerbeampte van bogemelde dinge te doen ten einde 'n lewe of lewens te red of 'n ongeluk te voorkom, moet onmiddellik met hierdie beampte in verbinding getree word.

22. Hoe om met die visenteerbeampte vanuit die visenteerankerplek in verbinding te tree.—

- (a) Bedags moet koopvaartskepe die vlag JG van die Internasionale Seinboek hys.
- (b) Snags moet koopvaartskepe twee ligte, 3 vt. van mekaar af, rooi oor wit, aan die kop van die voorbromsteng hys.

23. Kleinvaartuie moet die visenteerstoomskip nader om geïdentifiseer te word en toestemming te verkry om die hawe binne te vaar.

24. Geen private plesiervaartuie sal toegelaat word om buitekant die hawe te vaar of van die ingang tot die hawe gebruik te maak nie.

25. Sonder magtiging van die hawekaptein mag geen bewegings in die hawe plaasvind nie.

26. Bepalings wat koopvaartskepe en kleinvaartuie wat sekere hawegebiede binne gaan beperkings ople, sal van tyd tot tyd deur die plaaslike owerheid uitgereik word.

27. Vaartuie moet stadig in die hawe vaar.

28. Ligte in die hawe en in die visenteerankerplek.—Instruksies aangaande die vertoning of afskerming van ligte in die nag sal na behoefte deur die verantwoordelike offisier van die Verdedigingsmag ter See uitgereik word.

29. Patrolier van binnewaters en die toegangsweg tot die hawe.—Die binnewaters van die hawe en die toegangsweg daartoe word deur marinepatroleerbote en/of ander staatsvaartuie gepatroleer. Kapteins en alle gesagvoerders van koopvaartskepe word hierby aangesê om alle bevels deur die marinepatrollies gegee, te gehoorsaam. Alle koopvaartskepe en kleiner vaartuie kan deur hierdie patrollies ondersoek en gevisenteer word. 'n Koopvaartskip wat bevels deur hierdie patrollies gegee, nie gehoorsaam nie, loop gevaar om beskiet te word.

30. Skepe kan op gesag van die verantwoordelike offisier van die Verdedigingsmag ter See verhinder word om die hawe te verlaat.

31. Alle skepe, buiten plaaslike kleinvaartuie wat reeds vrystelling verkry het, moet van die loodsdiens gebruik maak.

17. „Port closed” and signal to indicate this.—The term “port closed” means that the vessels are not permitted to proceed inward further than the examination anchorage. The port may be closed at any time, by order of the Seaward Defence Officer in Charge. During the hours of darkness the port is closed except by special arrangements. The examination service remains in force.

18. The signal to indicate that the port is closed is:—

- (a) By day.—3 red balls hoisted vertically 6 ft. apart in a position in the examination steamer (see para. 16) where they are clearly visible all round the horizon. A similar signal is hoisted at the bluff signal station.
- (b) By night.—3 red lights hoisted vertically 6 ft. apart in a position in the examination steamer where they are clearly visible all round the horizon in lieu of the 3 white lights hoisted when the port is open (see para. 16). A similar signal is hoisted at the bluff signal station.

19. The port may be closed on account of weather in accordance with local harbour regulations for which the signal is:—

- (a) By day.—A cone point down hoisted at the yardarm of the bluff signal station.
- (b) By night.—A red light hoisted in a similar position. (See Africa Pilot Pt. III.)

20. When the signals specified in para. 18 and/or 19 are displayed, the port is closed, and all merchant vessels must either remain in the examination anchorage or proceed to sea. No merchant vessel is permitted to proceed to sea from the examination anchorage without the permission of the examination officer (see para. 12).

21. Regulations to be observed in the examination anchorage.—Except to save life or to avoid accident, or with previous permission from the examining officer, merchant vessels are forbidden to:—

- (1) Move the vessel (see para. 12).
- (2) Communicate in any way with the shore or with other vessels.
- (3) Lower any boats.
- (4) Work cables.
- (5) Allow any person to leave the vessel, or any part of the vessel, cargo, stores, etc., to be removed.

Should it be necessary, in order to save life, or to avoid accident, to do any of these things without permission of the examination officer, this officer is to be communicated with at once.

22. To get into communication with the examination officer when in the examination anchorage:—

- (a) By Day.—Merchant vessels are to hoist flags JG International Code.
- (b) By Night.—Merchant vessels are to hoist 2 lights, red over white, 3 ft. apart, at the fore masthead.

23. Small craft shall close the examination steamer for identification and permission to enter harbour.

24. No privately owned pleasure craft will be permitted to proceed outside the entrance or use the entrance channel.

25. No movement in the port is to take place without the authority of the port captain.

26. Restrictions on merchant vessels and small craft entering certain areas in the port will be issued by the local authority from time to time.

27. The speed limit in harbour is slow.

28. Lights at night in the port and in the examination anchorage: Instructions will be issued regarding the showing or obscuring of lights as required by the Seaward Defence Officer in Charge.

29. Patrol of internal waterways and approaches to the port.—The internal waterways of the port and the approaches thereto will be patrolled by naval patrol boats and/or other Government vessels. Captains, masters and others in charge of merchant vessels are hereby warned to observe any orders given by the patrols. All merchant vessels and small craft are subject to inspection and search by these patrols. Disobedience of orders given by these patrols renders a merchant vessel liable to be fired on.

30. Ships may be prohibited from leaving the port on authority of the Seaward Defence Officer in Charge.

31. Pilotage is compulsory except for local small craft which have already received exemption.

AANHANGSEL.

Die duur van die offisiële nag in die hawe Durban, Natal, vir elke dag van die jaar. [Kyk artikel 6 (d).]

Dag van Maand.	Januarie.		Februarie.		Maart.		April.	
	Begin.	Eindig.	Begin.	Eindig.	Begin.	Eindig.	Begin.	Eindig.
	n.m.	v.m.	n.m.	v.m.	n.m.	v.m.	n.m.	v.m.
1.....	7-21	4-35	7-14	5-1	6-50	5-25	6-13	5-45
2.....	7-21	4-35	7-13	5-2	6-48	5-26	6-12	5-46
3.....	7-21	4-36	7-13	5-3	6-47	5-27	6-10	5-46
4.....	7-22	4-37	7-12	5-4	6-46	5-28	6-9	5-47
5.....	7-22	4-38	7-12	5-5	6-45	5-28	6-7	5-47
6.....	7-22	4-39	7-11	5-6	6-44	5-29	6-6	5-48
7.....	7-22	4-39	7-11	5-7	6-43	5-29	6-5	5-48
8.....	7-23	4-39	7-10	5-8	6-42	5-30	6-4	5-49
9.....	7-23	4-39	7-9	5-9	6-41	5-30	6-3	5-49
10.....	7-23	4-41	7-8	5-9	6-41	5-30	6-2	5-50
11.....	7-23	4-42	7-8	5-10	6-38	5-31	6-0	5-50
12.....	7-23	4-43	7-7	5-10	6-37	5-31	5-59	5-51
13.....	7-22	4-44	7-6	5-11	6-36	5-32	5-58	5-52
14.....	7-22	4-44	7-5	5-12	6-35	5-33	5-57	5-52
15.....	7-22	4-45	7-4	5-13	6-33	5-33	5-56	5-53
16.....	7-22	4-45	7-3	5-14	6-32	5-34	5-55	5-54
17.....	7-22	4-46	7-2	5-15	6-31	5-35	5-54	5-54
18.....	7-21	4-47	7-1	5-16	6-30	5-35	5-53	5-55
19.....	7-21	4-48	7-0	5-17	6-29	5-36	5-52	5-56
20.....	7-21	4-49	6-59	5-18	6-28	5-37	5-51	5-56
21.....	7-20	4-50	6-58	5-19	6-26	5-37	5-50	5-57
22.....	7-20	4-51	6-57	5-20	6-25	5-38	5-48	5-57
23.....	7-20	4-51	6-56	5-20	6-23	5-39	5-47	5-58
24.....	7-19	4-52	6-55	5-21	6-23	5-39	5-46	5-58
25.....	7-19	4-53	6-54	5-21	6-21	5-40	5-45	5-59
26.....	7-19	4-54	6-54	5-22	6-19	5-41	5-44	6-0
27.....	7-19	4-55	6-53	5-22	6-18	5-41	5-44	6-1
28.....	7-18	4-56	6-52	5-23	6-17	5-42	5-43	6-2
29.....	7-17	4-57	6-51	5-24	6-16	5-43	5-42	6-3
30.....	7-17	4-58			6-16	5-43	5-41	6-3
31.....	7-16	4-59			6-15	5-44		

APPENDIX.

Giving the hours of official night at the Port of Durban, Natal, for each day of the year. [See paragraph 6 (d).]

Day of Month.	January.		February.		March.		April.	
	Begin.	Ends.	Begin.	Ends.	Begin.	Ends.	Begin.	Ends.
	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.
1.....	7-21	4-35	7-14	5-1	6-50	5-25	6-13	5-45
2.....	7-21	4-35	7-13	5-2	6-48	5-26	6-12	5-46
3.....	7-21	4-36	7-13	5-3	6-47	5-27	6-10	5-46
4.....	7-22	4-37	7-12	5-4	6-46	5-28	6-9	5-47
5.....	7-22	4-38	7-12	5-5	6-45	5-28	6-7	5-47
6.....	7-22	4-39	7-11	5-6	6-44	5-29	6-6	5-48
7.....	7-22	4-39	7-11	5-7	6-43	5-29	6-5	5-48
8.....	7-23	4-39	7-10	5-8	6-42	5-30	6-4	5-49
9.....	7-23	4-39	7-9	5-9	6-41	5-30	6-3	5-49
10.....	7-23	4-41	7-8	5-9	6-41	5-30	6-2	5-50
11.....	7-23	4-42	7-8	5-10	6-38	5-31	6-0	5-50
12.....	7-23	4-43	7-7	5-10	6-37	5-31	5-59	5-51
13.....	7-22	4-44	7-6	5-11	6-36	5-32	5-58	5-52
14.....	7-22	4-44	7-5	5-12	6-35	5-33	5-57	5-52
15.....	7-22	4-45	7-4	5-13	6-33	5-33	5-56	5-53
16.....	7-22	4-45	7-3	5-14	6-32	5-34	5-55	5-54
17.....	7-22	4-46	7-2	5-15	6-31	5-35	5-54	5-54
18.....	7-21	4-47	7-1	5-16	6-30	5-35	5-53	5-55
19.....	7-21	4-48	7-0	5-17	6-29	5-36	5-52	5-56
20.....	7-21	4-49	6-59	5-18	6-28	5-37	5-51	5-56
21.....	7-20	4-50	6-58	5-19	6-26	5-37	5-50	5-57
22.....	7-20	4-51	6-57	5-20	6-25	5-38	5-48	5-57
23.....	7-20	4-51	6-56	5-20	6-23	5-39	5-47	5-58
24.....	7-19	4-52	6-55	5-21	6-23	5-39	5-46	5-58
25.....	7-19	4-53	6-54	5-21	6-21	5-40	5-45	5-59
26.....	7-19	4-54	6-54	5-22	6-19	5-41	5-44	6-0
27.....	7-19	4-55	6-53	5-22	6-18	5-41	5-44	6-1
28.....	7-18	4-56	6-52	5-23	6-17	5-42	5-43	6-2
29.....	7-17	4-57	6-51	5-24	6-16	5-43	5-42	6-3
30.....	7-17	4-58			6-16	5-43	5-41	6-3
31.....	7-16	4-59			6-15	5-44		

Dag van Maand.	Mei.		Junie.		Julie.		Augustus.	
	Begin.	Eindig.	Begin.	Eindig.	Begin.	Eindig.	Begin.	Eindig.
	n.m.	v.m.	n.m.	v.m.	n.m.	v.m.	n.m.	v.m.
1.....	5-39	6-4	5-20	6-23	5-22	6-34	5-39	6-23
2.....	5-38	6-5	5-19	6-24	5-23	6-34	5-39	6-22
3.....	5-37	6-6	5-19	6-25	5-23	6-34	5-40	6-21
4.....	5-36	6-7	5-19	6-25	5-24	6-34	5-41	6-20
5.....	5-35	6-8	5-19	6-26	5-24	6-34	5-42	6-19
6.....	5-35	6-8	5-19	6-26	5-24	6-34	5-43	6-18
7.....	5-34	6-9	5-19	6-27	5-25	6-33	5-43	6-18
8.....	5-33	6-10	5-19	6-27	5-25	6-33	5-44	6-17
9.....	5-32	6-10	5-19	6-28	5-26	6-33	5-44	6-16
10.....	5-31	6-11	5-19	6-28	5-26	6-33	5-45	6-16
11.....	5-31	6-11	5-19	6-29	5-27	6-32	5-45	6-15
12.....	5-30	6-11	5-19	6-29	5-27	6-32	5-46	6-14
13.....	5-30	6-12	5-19	6-29	5-28	6-32	5-46	6-13
14.....	5-29	6-12	5-19	6-30	5-28	6-31	5-47	6-12
15.....	5-28	6-13	5-19	6-30	5-29	6-31	5-47	6-11
16.....	5-27	6-13	5-19	6-30	5-30	6-31	5-48	6-9
17.....	5-26	6-14	5-19	6-31	5-30	6-30	5-48	6-8
18.....	5-26	6-14	5-19	6-31	5-31	6-30	5-49	6-7
19.....	5-26	6-15	5-19	6-31	5-31	6-30	5-50	6-6
20.....	5-25	6-15	5-19	6-31	5-32	6-29	5-51	6-5
21.....	5-25	6-16	5-19	6-32	5-32	6-28	5-51	6-3
22.....	5-24	6-16	5-19	6-32	5-33	6-28	5-52	6-2
23.....	5-24	6-17	5-19	6-32	5-33	6-28	5-52	6-1
24.....	5-23	6-17	5-19	6-32	5-34	6-27	5-53	6-0
25.....	5-23	6-18	5-20	6-32	5-34	6-27	5-54	6-0
26.....	5-22	6-19	5-20	6-32	5-35	6-26	5-54	5-59
27.....	5-22	6-21	5-21	6-33	5-35	6-26	5-55	5-58
28.....	5-22	6-21	5-21	6-33	5-36	6-25	5-55	5-57
29.....	5-21	6-21	5-21	6-33	5-36	6-25	5-56	5-55
30.....	5-21	6-22	5-22	6-34	5-37	6-24	5-56	5-54
31.....	5-21	6-22			5-37	6-24	5-57	5-53

Day of Month.	May.		June.		July.		August.	
	Begin.	Ends.	Begin.	Ends.	Begin.	Ends.	Begin.	Ends.
	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.
1.....	5-39	6-4	5-20	6-23	5-22	6-34	5-39	6-23
2.....	5-38	6-5	5-19	6-24	5-23	6-34	5-39	6-22
3.....	5-37	6-6	5-19	6-25	5-23	6-34	5-40	6-21
4.....	5-36	6-7	5-19	6-25	5-24	6-34	5-41	6-20
5.....	5-35	6-8	5-19	6-26	5-24	6-34	5-42	6-19
6.....	5-35	6-8	5-19	6-26	5-24	6-34	5-43	6-18
7.....	5-34	6-9	5-19	6-27	5-25	6-33	5-43	6-18
8.....	5-33	6-10	5-19	6-27	5-25	6-33	5-44	6-17
9.....	5-32	6-10	5-19	6-28	5-26	6-33	5-44	6-16
10.....	5-31	6-11	5-19	6-28	5-26	6-33	5-45	6-16
11.....	5-31	6-11	5-19	6-29	5-27	6-32	5-45	6-15
12.....	5-30	6-11	5-19	6-29	5-27	6-32	5-46	6-14
13.....	5-30	6-12	5-19	6-29	5-28	6-32	5-46	6-13
14.....	5-29	6-12	5-19	6-30	5-28	6-31	5-47	6-12
15.....	5-28	6-13	5-19	6-30	5-29	6-31	5-47	6-11
16.....	5-27	6-13	5-19	6-30	5-30	6-31	5-48	6-9
17.....	5-26	6-14	5-19	6-31	5-30	6-30	5-48	6-8
18.....	5-26	6-14	5-19	6-31	5-31	6-30	5-49	6-7
19.....	5-26	6-15	5-19	6-31	5-31	6-30	5-50	6-6
20.....	5-25	6-15	5-19	6-31	5-32	6-29	5-51	6-5
21.....	5-25	6-16	5-19	6-32	5-32	6-28	5-51	6-3
22.....	5-24	6-16	5-19	6-32	5-33	6-28	5-52	6-2
23.....	5-24	6-17	5-19	6-32	5-33	6-28	5-52	6-1
24.....	5-23	6-17	5-19	6-32	5-34	6-27	5-53	6-0
25.....	5-23	6-18	5-20	6-32	5-34	6-27	5-54	6-0
26.....	5-22	6-19	5-20	6-32	5-35	6-26	5-54	5-59
27.....	5-22	6-21	5-21	6-33	5-35	6-26	5-55	5-58
28.....	5-22	6-21	5-21	6-33	5-36	6-25	5-55	5-57
29.....	5-21	6-21	5-21	6-33	5-36	6-25	5-56	5-55
30.....	5-21	6-22	5-22	6-34	5-37	6-24	5-56	5-54
31.....	5-21	6-22			5-37	6-24	5-57	5-53

Dag van Maand.	September.		Oktober.		November.		Desember.	
	Begin.	Eindig.	Begin.	Eindig.	Begin.	Eindig.	Begin.	Eindig.
1.....	n.m.	v.m.	n.m.	v.m.	n.m.	v.m.	n.m.	v.m.
2.....	5-58	5-51	6-16	5-14	6-38	4-39	7-2	4-23
3.....	5-59	5-50	6-16	5-13	6-39	4-38	7-2	4-23
4.....	6-0	5-49	6-17	5-12	6-40	4-37	7-3	4-23
5.....	6-0	5-48	6-17	5-10	6-41	4-37	7-4	4-23
6.....	6-1	5-47	6-18	5-9	6-41	4-36	7-5	4-23
7.....	6-1	5-46	6-18	5-8	6-44	4-36	7-6	4-24
8.....	6-2	5-44	6-19	5-7	6-43	4-35	7-7	4-24
9.....	6-2	5-43	6-20	5-6	6-44	4-35	7-8	4-24
10.....	6-3	5-42	6-21	5-5	6-44	4-35	7-9	4-24
11.....	6-3	5-40	6-22	5-3	6-45	4-34	7-10	4-24
12.....	6-3	5-38	6-22	5-2	6-46	4-34	7-10	4-24
13.....	6-4	5-37	6-23	5-1	6-47	4-33	7-11	4-24
14.....	6-4	5-36	6-24	5-0	6-48	4-32	7-11	4-25
15.....	6-5	5-35	6-24	4-59	6-49	4-31	7-12	4-25
16.....	6-5	5-33	6-25	4-57	6-50	4-31	7-12	4-25
17.....	6-5	5-32	6-25	4-56	6-51	4-29	7-13	4-25
18.....	6-7	5-31	6-26	4-54	6-51	4-29	7-14	4-26
19.....	6-7	5-30	6-27	4-52	6-52	4-28	7-14	4-26
20.....	6-8	5-29	6-27	4-51	6-53	4-27	7-15	4-26
21.....	6-8	5-28	6-28	4-51	6-53	4-27	7-15	4-27
22.....	6-9	5-27	6-28	4-50	6-54	4-27	7-16	4-27
23.....	6-9	5-26	6-29	4-49	6-55	4-26	7-17	4-28
24.....	6-10	5-24	6-30	4-49	6-56	4-26	7-18	4-29
25.....	6-11	5-23	6-31	4-47	6-57	4-26	7-18	4-29
26.....	6-11	5-22	6-31	4-46	6-58	4-25	7-18	4-30
27.....	6-12	5-20	6-32	4-45	6-58	4-25	7-18	4-30
28.....	6-13	5-19	6-33	4-44	6-59	4-25	7-19	4-31
29.....	6-13	5-18	6-34	4-44	6-59	4-25	7-19	4-32
30.....	6-14	5-17	6-35	4-43	7-0	4-25	7-19	4-33
31.....	6-15	5-16	6-36	4-42	7-1	4-24	7-20	4-33
			6-37	4-41			7-21	4-34

Day of Month.	September.		October.		November.		December.	
	Begin.	Ends.	Begin.	Ends.	Begin.	Ends.	Begin.	Ends.
1.....	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.
2.....	5-58	5-51	6-16	5-14	6-38	4-39	7-2	4-23
3.....	5-59	5-50	6-16	5-13	6-39	4-38	7-2	4-23
4.....	6-0	5-49	6-17	5-12	6-40	4-37	7-3	4-23
5.....	6-0	5-48	6-17	5-10	6-41	4-37	7-4	4-23
6.....	6-1	5-47	6-18	5-9	6-41	4-36	7-5	4-23
7.....	6-1	5-46	6-18	5-8	6-44	4-36	7-6	4-24
8.....	6-2	5-44	6-19	5-7	6-43	4-35	7-7	4-24
9.....	6-2	5-43	6-20	5-6	6-44	4-35	7-8	4-24
10.....	6-3	5-42	6-21	5-5	6-44	4-35	7-9	4-24
11.....	6-3	5-40	6-22	5-3	6-45	4-34	7-10	4-24
12.....	6-3	5-38	6-22	5-2	6-46	4-34	7-10	4-24
13.....	6-4	5-37	6-23	5-1	6-47	4-33	7-11	4-24
14.....	6-4	5-36	6-24	5-0	6-48	4-32	7-11	4-25
15.....	6-5	5-35	6-24	4-59	6-49	4-31	7-12	4-25
16.....	6-5	5-33	6-25	4-57	6-50	4-31	7-12	4-25
17.....	6-6	5-32	6-25	4-56	6-51	4-29	7-13	4-25
18.....	6-7	5-31	6-26	4-54	6-51	4-29	7-14	4-26
19.....	6-7	5-30	6-27	4-52	6-52	4-28	7-14	4-26
20.....	6-8	5-29	6-27	4-51	6-53	4-27	7-15	4-26
21.....	6-8	5-28	6-28	4-51	6-53	4-27	7-15	4-27
22.....	6-9	5-27	6-28	4-50	6-54	4-27	7-16	4-27
23.....	6-9	5-26	6-29	4-49	6-55	4-26	7-17	4-28
24.....	6-10	5-24	6-30	4-49	6-56	4-26	7-18	4-29
25.....	6-11	5-23	6-31	4-47	6-57	4-26	7-18	4-29
26.....	6-11	5-22	6-31	4-46	6-58	4-25	7-18	4-30
27.....	6-12	5-20	6-32	4-45	6-58	4-25	7-18	4-30
28.....	6-13	5-19	6-33	4-44	6-59	4-25	7-19	4-31
29.....	6-13	5-18	6-34	4-44	6-59	4-25	7-19	4-32
30.....	6-14	5-17	6-35	4-43	7-0	4-25	7-19	4-33
31.....	6-15	5-16	6-36	4-42	7-1	4-24	7-20	4-33
			6-37	4-41			7-21	4-34

DEPARTEMENT VAN BINNELANDSE SAKE.

Onderstaande Goewermentskennisgewings word vir algemene informasie gepubliseer:—

* No. 194.]

[25 Januarie 1940.

Ooreenkomstig artikels *sewe-en-veertig* en *agt-en-veertig* van die Kieswet (No. 12 van 1918), word hierby bekendgemaak dat Leif Egeland op 24 Januarie 1940, behoorlik verkose verklaar is as lid van die Volksraad vir die Kiesafdeling Zoeloeland.

DEPARTMENT OF INTERIOR.

The following Government Notices are published for general information:—

* No. 194.]

[25 January, 1940.

In accordance with sections *fifty-seven* and *fifty-eight* of the Electoral Act (No. 12 of 1918), it is hereby notified that on the 24th day of January, 1940, Leif Egeland was declared to be duly elected as member of the House of Assembly for the Electoral Division of Zululand.

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