

SEEN BY

R.B.H.
A.C.W.
J.B.
J.E.L.
E.A.R.
H.C.K.

EXTRAORDINARY



2W
BUITENGEWONE
Hb Hm km

THE UNION OF SOUTH AFRICA Government Gazette

Staatskoerant VAN DIE UNIE VAN SUID-AFRIKA

[Registered at the General Post Office as a Newspaper.]

[Geregistreer by die Hoofposkantoor as 'n Nuusblad.]

VOL. CXX.]

PRICE 6d.

PRETORIA.

6 MAY
6 MEI

1940

PRYS 6d.

[No. 2757.]

All Proclamations, Government and General Notices, published for the first time, are indicated by a * in the left-hand upper corner.

Alle Proklamasies, Goewermements- en Algemene Kennisgewings, wat vir die eerste maal gepubliseer word, is in die linker-bohoek met 'n * gemerk.

GOVERNMENT NOTICE

DEPARTMENT OF DEFENCE.

The following Government Notices are published for general information:—

* No. 685.]

[6 May 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 traffic of Table Bay Harbour during the present state of war:—

TABLE BAY HARBOUR.

PUBLIC TRAFFIC ORDERS AND INSTRUCTIONS.

ORDERS AND INSTRUCTIONS FOR THE CONTROL OF TRAFFIC IN TIME OF WAR.

1. Until further notice the following orders and instructions are to be observed by all merchant vessels and small craft approaching or moving within the limits of Table Bay Harbour.

Orders and Instructions published in Government Notice No. 1868, dated 24th November, 1939, and all other former orders and instructions for the control of traffic approaching or moving within the limits of Table Bay Harbour are hereby cancelled.

2. (a) The ordinary regulations of the harbour are to be adhered to except where varied by these orders and instructions.

(b) Orders and instructions for the better protection of the Harbour of Table Bay during the present war (published in Government Notice No. 1940 of 1st December, 1939) remain and are of full force and effect, save that incoming merchant vessels or small craft shall not be under the control of the Dock Commandant until they have been passed by the Examining Officer.

3. Notwithstanding anything contained in these orders and instructions, in any emergency the Fortress Commander, Cape Town, may, for the defence of the harbour, issue orders for the control of the traffic in, or the movements of vessels approaching or in the harbour.

GOEWERMEMENTSKENNISGEWING

DEPARTEMENT VAN VERDEDIGING.

Onderstaande Goewermementskennisgewings word vir algemene informasie gepubliseer:—

* No. 685.]

[6 Mei 1940.

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

DIE HAWE TAFELBAAI.

ORDERS EN INSTRUKSIES OP DIE REELING VAN OPENBARE HAWEVERKEER.

ORDERS EN INSTRUKSIES OP DIE REELING VAN HAWEVERKEER IN TYD VAN OORLOG.

1. Alle koopvaartskepe en kleinvaartuie wat die grense van die hawe Tafelbaai nader of daarin beweeg, moet tot nadere kennisgewing onderstaande orders en instruksies nakom.

Die orders en instruksies wat by Goewermementskennisgewing No. 1868 van 24 November 1939 gepubliseer is, asook alle ander vorige orders en instruksies op die reëling van verkeer wat die grense van die hawe Tafelbaai nader of daarin beweeg, word hierby ingetrok.

2. (a) Behalwe waar die gewone hawereglement van hierdie orders en instruksies afwyk, moet dit nagekom word.

(b) Die „Orders en instruksies vir die doeltreffender beveiliging van die Tafelbaaise hawe gedurende die huidige oorlog” (gepubliseer by Goewermementskennisgewing No. 1940 van 1 Desember 1939) bly van krag, behalwe dat invarende koopvaartskepe en kleinvaartuie eers onder die beheer van die dokkommandant kom nadat hulle deur die visenteerbeampte deurgelaat is.

3. Nieteenstaande enige bepaling in hierdie orders en instruksies, mag die vestingbevelvoerder te Kaapstad in tyd van nood en ter verdediging van die hawe bevele gee vir die reëling van die verkeer in die hawe en van die bewegings van skepe wat die hawe nader of daarin is.

4. These orders and instructions, save paragraph 3 hereof, shall not apply to harbour craft under the control of the South African Railways and Harbours Administration when employed on their normal duties within Table Bay Harbour.

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

- (a) "Table Bay Harbour" or "the harbour" or "the port" means the area bounded by a line 346° (true) from Green Point Lighthouse for a distance of two miles, thence by a line surrounding Robben Island on the west, north and east sides at a distance of three miles from the highwater mark on the foreshore of that island, to a point bearing 090° (true) from Robben Island Lighthouse; thence eastward to the eastern shore of Table Bay; thence southwards along the highwater mark so as to include the foreshore to the Castle; thence following the foreshore to Green Point Lighthouse, together with the foreshore and the Docks area. These limits do not in any way alter the limits of the harbour as defined for Customs purposes;
- (b) "docks" shall mean the wharves, docks, basin, jetties, piers and harbour works and all harbour and dock lands in Table Bay Harbour vested in the Government of the Union.
- (c) "merchant vessels" shall mean and include all vessels, other than examination vessels, war vessels, small craft and pleasure craft;
- (d) "small craft" means and includes all fishing craft (except steam and motor fishing trawlers), tugs, barges, yachts, launches, dredgers, boats and all other small craft except those flying a recognised naval flag, or the flag of the South African Air Force;
- (e) "pleasure craft" means and includes all yachts and other small craft not used for official or commercial purposes;
- (f) "examination vessel" includes any vessel employed in the examination service, which displays the signals prescribed in these orders and instructions;
- (g) "examining officer" means the officer of the examination service, normally in the examination vessel, whose duty is to examine merchant vessels and small craft desirous of entering the harbour;
- (h) "official night" commences 15 minutes after sunset and terminates 15 minutes before sunrise in Table Bay;
- (i) "fog" is considered to exist when it is impossible owing to meteorological or other conditions affecting visibility to communicate between the examination vessel and the examination batteries by visual signals.

6. *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 merchant vessels and small craft or such portions of the transmitting apparatus as he may think fit, will be sealed up by the Customs Officer while the vessel or craft is in harbour. During the stay of the vessel in harbour access to sealed 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 masters 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 reseal 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.

PART I.

ENTRANCE TO THE HARBOUR.

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) give previous notice of the expected arrival of their vessels at the harbour to the Commanding Officer, Cape Town Division, Seaward Defence Force, stating the following particulars:—
 - (i) Name of vessel;
 - (ii) date and time due at the harbour;

4. Wanneer die hawevaartuie wat onder die beheer van die Administrasie van die Suid-Afrikaanse Spoorweë en Hawes staan, besig is met hulle gewone werk in die Tafelbaaise hawe, is hierdie orders en instruksies, met uitsondering van punt 3 hiervan, nie op hulle van toepassing nie.

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

- (a) word met „hawe Tafelbaai” of „Tafelbaaise hawe” of „die hawe” bedoel die gebied wat begrens word deur 'n denkbeeldige lyn wat 346 grade (geografies) vir 'n afstand van twee myl vanaf die vuurtoring te Groenpunt; daarvandaan om die weste-, noorde- en oostekant van Robbeneiland, maar op 'n afstand van drie myl van die hoogwatermerk op die strand van die eiland af, tot op 'n punt met 'n peiling 090 grade (geografies) vanaf die Robbeneilandse vuurtoring, dan ooswaarts tot by die oostelike strand van Tafelbaai; vandaar al met die hoogwatermerk suidwaarts by die Kasteel verby, dan rondom die dokgebied en weer al met die hoogwatermerk tot by die Groenpuntse vuurtoring loop. Hierdie grense vervang geensins die hawegrense soos vir doeanedoeleindes omskryf nie;
- (b) word met „dokke” die kaai, dokke, bassin, seehoofde, piere, hawewerke en alle hawe- en dokgronde in die Tafelbaaise hawe wat die eiendom van die Regering van die Unie van Suid-Afrika is, bedoel;
- (c) beteken „koopvaartskip” alle skepe behalwe visenteervaartuie, oorlogskepe, kleinvaartuie en plesierbootjies;
- (d) beteken „kleinvaartuig” alle vissersvaartuie (behalwe stoom- en motortreilers), sleepbote, barkasse, jagte, vragskuite, baggerbote, skuie en alle ander kleinvaartuie buiten die wat 'n erkende marinevlag of die vlag van die Suid-Afrikaanse Lugmag voer;
- (e) beteken „plesierbootjies” alle jagte en ander kleinvaartuie wat nie vir offisiële of handelsdoeleindes gebruik word nie;
- (f) beteken „visenteervaartuig” elke vaartuig wat in die visenteerdiens is en die seine by hierdie orders en instruksies voorgeskryf voer;
- (g) beteken „visenteerbeampte” die beampte van die visenteerdiens, wat hom gewoonlik op die visenteervaartuig bevind en wie se plig dit is om koopvaartskepe en kleinvaartuie wat die hawe wil binnevaar, te ondersoek;
- (h) begin „offisiële nag” 15 minute na sononder en eindig dit 15 minute voor sonop in Tafelbaai;
- (i) is daar „mis” wanneer die uitsig in so 'n mate deur weers- of ander omstandighede belemmer word, dat dit vir die visenteervaartuig en die visenteerdiensbatterye onmoontlik is om met optiese seine met mekaar in verbinding te tree.

6. *Gebruik van Draadloostelegrafie, Telefonie 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, kan die doeanebeampte die draadloostelegrafiekantoor of kantore van koopvaartskepe en kleinvaartuie of, na sy goedgefinke, sekere gedeeltes van die sendtoestel verseël, solank die skip of kleinvaartuig in die hawe is. Gedurende die tyd wat die vaartuig in die hawe vertoef, sal toegang tot die verseëde draadloostelegrafiekantoor of kantore slegs op die volgende voorwaardes verleë 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 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 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 inbeslagname van die skip se radio-apparaat tot gevolg hê.

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 verdragings van hul vaartuie en die erkenning en deurlating daarvan deur die visenteerdiens te voorkom—

- (a) vooraf aan die bevelvoerende offisier van die Kaapstadse Divisie van die Verdedigingsmag ter See kennis te gee van die verwagte aankoms van hul vaartuie in die hawe, met vermelding van die volgende besonderhede:—
 - (i) naam van vaartuig;
 - (ii) dag en uur waarop dit volgens die vaarplan in die hawe moet aankom;

- (iii) appearance and distinguishing features, such as funnel marks, etc.;
- (iv) nature of cargo;
- (v) ports of lading and ports of discharge of cargo;
- (vi) number of passengers, if any;

- (b) 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;
- (c) as a general rule arrange that their vessels arrive at the harbour in daylight.

8. *Instructions to Vessels wishing to enter the Harbour.*

- (a) All merchant vessels wishing to enter the harbour must enter through the channel between Robben Island and Green Point Lighthouse.
- (b) Merchant vessels arriving from seaward must await the examination vessel outside the limits of the harbour. Merchant vessels are only permitted to enter the harbour by day and by night, after having passed through the examination service.

(See paragraph 18—"Port Closed".)

9. Merchant vessels approaching the harbour 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 approaching the harbour must hoist their signal letters on arriving within visual distance of the harbour and are not to wait for the signal "What is the name of your vessel".

11. Merchant vessels (other than small craft, instructions for which see paragraph 23) wishing to enter the harbour are to proceed to the examination anchorage (to which they will be directed by the examination vessel) and there anchor, unless before so anchoring they are given permission and the necessary instructions to proceed into the harbour by the examining officer.

12. All orders and instructions necessary to enable a merchant vessel to enter the harbour 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.

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

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

15. 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 harbour unless she can be identified while under way.

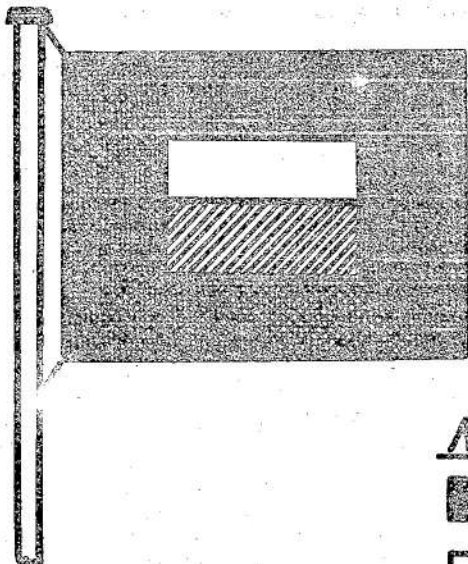
16. *Examination Anchorage.*—The berth in the examination anchorage which a merchant ship is to take up will be given her by the examining officer in the examination vessel.

17. *Examination vessel.*

- (a) The examination vessel 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.

- (iii) uiterlik en onderskeidingsmerke, soos b.v. skoorsteenmerke, ens.;
- (iv) soort lading;
- (v) hawes van laai en los van lading;
- (vi) aantal passasiers, as daar is;

- (b) 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;
- (c) dit so te reël dat hul vaartuie gewoonlik oordag by die hawe aankom.

8. *Instrukties aan Koopvaartskepe wat Toegang tot die Hawe verlang*

- (a) Alle koopvaartskepe wat die hawe wil binnekom, moet deur die kanaal tussen Robbeneiland en die Groenpuntse vuurtoring vaar.
- (b) Koopvaartskepe wat van die see af inkom moet buitekant die hawegrense op die visenteervaartuig wag. Koopvaartskepe word bedags of snags alleen toegelaat om die hawe binne te kom nadat hulle deur die visenteerdienste deurgelaat is.

(Kyk artikel 18—„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. 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.

11. Alle koopvaartskepe (behalwe kleinvaartuie waaromtrent instruksies in artikel 23 gegee word) wat die hawe wil binnekom, moet eers na die visenteerankerplek (wat deur die visenteervaartuig 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.

12. 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 streng uitgevoer moet word. Word hulle nie uitgevoer nie, loop 'n koopvaartskip gevaar om beskiet te word.

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

14. 'n Koopvaartskip wat sonder die toestemming van die visenteerbeampte die visenteerankerplek verlaat, kan beskiet word.

15. As slegte weer of 'n ander oorsaak 'n koopvaartskip verhinder 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.

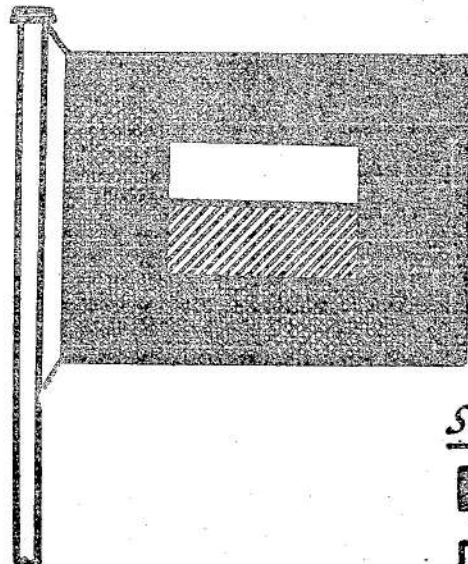
16. *Die Visenteerankerplek.*—Die visenteerbeampte van die visenteervaartuig sal elke koopvaartskip aanwys waar hy in die visenteerankerplek moet anker.

17. *Die Visenteervaartuig.*

- (a) Die visenteervaartuig sal in die omgewing van 'n denkbeeldige lyn tussen die twee vuurtorings op Groenpunt en Robbeneiland gevind word.

(b) *Onderskeidingsmerke:—*

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



Sleutel



Blou



Wit



Rooi

Should the harbour be closed (see paragraph 18) 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 18).

18. "Port Closed".—*Meaning of the Term*.—"Port Closed" means that merchant vessels are not permitted to proceed into the Port as defined in clause 5.

19. *What the Signal to Indicate "Port Closed" is, and where it is hoisted*.—The signal to indicate that the Port is closed is:—

- (1) In examination vessel, as given in paragraph 17.
- (2) A similar signal hoisted on a staff on top of the grain elevator.
- (3) A similar signal hoisted at the Signal Station on Lion's Rump.

20. *Instructions as to what Merchant Vessels and Small Craft must do when the Port is closed*.—When the signals specified in paragraph 19 are displayed, the Port is closed and—

- (a) All merchant vessels must remain at sea, or if already anchored in the Examination anchorage, must remain there unless permitted to proceed to sea or into harbour by the Examining Officer.
(See paragraph 14.)
- (b) All small craft must close the examination vessel for instructions. If the examination vessel is not on her station, they must remain at sea.

21. *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.

22. *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.

23. *Instructions and Prohibition Affecting Small Craft*.—All small craft wishing to enter the harbour, must close the Examination vessel for identification and instructions. No local small craft may be outside the Docks at night or in a fog or thick weather, except when in possession of a special permit issued by the Fortress Commander. This precludes the use of shipsboats. Should any small craft disobey this order they will be liable to be fired on.

PART II.

INTERNAL MOVEMENT.

24. *Local Authority Controlling Internal Movement*.—The Port Captain in the Harbour Offices is the local authority, under the jurisdiction of the Dock Commandant, in control of internal movement. No movement in the harbour is to take place without the authority of this officer.

25. *Lights to be Shown or Obscured at Night in the Harbour or in the Examination Anchorage*.—By all merchant vessels:—

- (a) *When under way*.—The regulation lights are to be displayed.
- (b) *When at anchor*.—Normally no lights are to be visible from outboard (but see para. 26).
- (c) Vessels secured alongside are to be in a state of readiness to obscure immediately, when so ordered, all lights visible from outboard.

26. When a merchant vessel is under way, in, or in the neighbourhood of the harbour, merchant vessels at anchor are to show anchor lights (see paragraph 28), until such merchant vessel is anchored or secured; or in case of merchant vessels outward bound, until such vessels are clear of the harbour. Vessels at anchor in the Examination Anchorage are to obscure their lights when the vessel or vessels under way are clear of the harbour, if outward bound, or anchored or secured if inward bound.

As die hawe gesluit is (kyk artikel 18), 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.

- (ii) *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 18).

18. „Hawe Gesluit”.—„Hawe gesluit” beteken dat koopvaartskepe nie toegelaat word om die hawe, soos dit in artikel 5 omskryf is, binne te vaar nie.

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

- (i) die sein wat in artikel 17 omskryf is en op die visenteervaartuig gehys word;
- (ii) 'n soortgelyke sein wat aan die vlagpaal op die graansuier gehys word;
- (iii) 'n soortgelyke sein wat by die seinstasie op Lion's Rump gehys word.

20. *Wat Koopvaartskepe en Kleinvaartuie moet doen wanneer die Hawe gesluit is*.—Wanneer die seine in artikel 19 aangedui, vertoon word, is die hawe gesluit en moet—

- (a) alle koopvaartskepe buitekant die hawe bly, of, as hulle reeds in die visenteerankerplek geanker lê, moet hulle daar bly tensy hulle deur die visenteerbeampte toegelaat word om die see in te steek of die hawe binne te vaar;
(kyk artikel 14)
- (b) alle kleinvaartuie die visenteervaartuig nader om instruksies te ontvang. As die visenteervaartuig nie op sy plek is nie, moet hulle buitekant die hawe bly.

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—

- (i) beweeg nie;
- (ii) op watter wyse ook al met die land of met 'n ander vaartuig in verbinding tree nie;
- (iii) skuite stryk nie;
- (iv) kables bedien nie;
- (v) 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 vertikaal, 3 vt. van mekaar af en rooi oor wit, aan die kop van die voorbogramsteng hys.

23. *Instruksies en Verbod betreffende Kleinvaartuie*.—Alle klein vaartuie wat die hawe wil binnekom, moet die visenteervaartuig nader om geïdentifiseer te word en instruksies te ontvang. Geen plaaslike klein vaartuie mag snags of in mis of dik weer buitekant die dokke wees nie, tensy hulle 'n spesiale permit, wat deur die vestingbevelvoerder uitgereik is, het. Dit geld nie vir skeepskuite nie. Kleinvaartuie wat nie hierdie bepaling nakom nie, loop gevaar om beskiet te word.

DEEL II.

BINNEHAWEBEWEGING.

24. *Plaaslike Owerheidspersoon oor Binnehawebeweging*.—Die hawekaptein met kantoor onder die hawekantore is die plaaslike owerheidspersoon oor binnehawebeweging. Hy staan onder die dokkommandant. Sonder magtiging van eersgenoemde mag geen binnehawebeweging plaasvind nie.

25. *Ligte wat Snags in die Hawe of in die Visenteerankerplek Vertoon of Afgeskerm moet word*.—Alle koopvaartskepe moet—

- (a) *Wanneer hulle varende is* reglementêre ligte voer.
- (b) *Wanneer hulle geanker is* normaalweg geen ligte wat buiteboords sigbaar is, voer nie. (Maar kyk artikel 26.)
- (c) Skepe wat gemeer is, moet altyd gereed wees om, wanneer hulle daartoe beveel word alle ligte wat buiteboords sigbaar is, af te skerm.

26. Solank 'n koopvaartskip in of in die nabyheid van die hawe varende is, moet koopvaartskepe wat geanker 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 visenteerankerplek geanker lê, moet hul ligte afskerm sodra die afvarende skip of skepe uit die hawe uit is of die invarend skip of skepe geanker of gemeer is.

27. *Navigation Lights.*—The navigation lights of merchant vessels permitted to navigate within the harbour and in the examination anchorage must be dimmed to a visibility not exceeding two miles excepting stern lights the visibility of which must not exceed one mile.

28. *Anchor Lights.*—The visibility of anchor lights is not to exceed one mile. All lanterns are to be fitted with overhead screens so as to cut off the lights at an angle of between five and ten degrees above the horizontal.

29. *Other Lights.*—No lights aloft, on deck, or below, except those mentioned in paragraphs 25 to 27 above, and such as are necessary for authorised signalling purposes, shall be permitted to be visible from outboard. This applies to merchant vessels whether under way or at anchor. 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.

30. *Restrictions on Pleasure Craft:*—

- (a) No pleasure craft is permitted to remain, or proceed, outside the docks area during official night or in a fog or thick weather. In the event of a fog or thick weather arising, all pleasure craft outside the docks area shall endeavour to return to the docks area without delay.
- (b) At other times, no such pleasure craft may, without a permit signed by the Fortress Commander, proceed outside an area which is bounded on the north by a line drawn 090° (true) from Robben Island lighthouse and on the west by a line joining Green Point lighthouse, nor may such craft, without a permit similarly signed approach within one mile of Robben Island.

31. *Approach to Government Vessels.*—The Examining officer may inform merchant vessels that vessels flying certain distinguishing signals are Government vessels and are not to be approached within a certain distance.

32. *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 harbour.

PART III.

LEAVING THE HARBOUR.

33. *Steps necessary on the part of Masters before Vessels may leave the Harbour.*—No vessel will be allowed to leave the limits of the harbour without permission. Masters must obtain their clearance from the Customs Officer and take it to the Examining Officer on duty at the Examination Office, where they may receive special instructions.

34. *Signal Prohibiting Sailing.*—A blue flag by day and two white lights vertical, 6 feet apart, by night, hoisted on the grain elevator flagstaff indicates that no merchant vessel is to leave the harbour whilst the signal is flying.

PART IV.

PILOTAGE.

35. Pilotage is unnecessary into the examination anchorage or into the commercial anchorage. It is compulsory between the commercial anchorage and the docks area, except in the case of vessels the masters of which hold Pilotage Exemption Certificates. Pilots will be arranged by the Port Captain.

For the purpose of this clause the "commercial anchorage" is defined as that portion of the bay south-eastwards of a line drawn 045° (true) from the red flashing light at the end of the Breakwater, but outside of the Docks.

PART V.

SPECIAL PROVISIONS DEALING WITH ROBBER ISLAND.

36. Members of the public are prohibited from access to Robben Island unless in possession of a permit signed by the Fortress Commander, Cape Town.

37. Licensed fishing craft engaged in legitimate fishing may fish close up to the shore with this proviso that such craft will be liable to official search at any time. Other craft, subject to the provisions of paragraph 30 are forbidden to approach nearer than one mile from the shore of the island.

PART VI.

SPECIAL PROVISIONS DEALING WITH AIRCRAFT.

38. Aircraft, other than Military and Government aircraft, are prohibited from flying over the Harbour of Table Bay as defined in Clause 5 (a) of these Orders and Instructions.

27. *Vaarligte.*—Die vaarligte van koopvaartskepe wat toegelaat word om binne die hawe en in die visenteerankerplek te vaar, moet in so'n mate verdoof word dat hulle hoogstens twee myl sigbaar is, behalwe die ligte op die agterstewe, wat hoogstens 'n myl sigbaar moet wees.

28. *Ankerligte.*—Ankerligte moet hoogstens 'n myl sigbaar wees. Alle lanterns moet van 'n kopskerm voorsien wees wat die lig kan afsny met 'n hoek van vyf tot tien grade bokant die horisontale vlak.

29. *Ander Ligte.*—Geen ligte bo, op dek of onder, buiten die in artikels 5 tot 27 genoem en die wat nodig is vir gemagtigde seinverbinding, mag buiteboords sigbaar wees nie. Dit geld vir elke koopvaartskip, afgesien daarvan of dit varende of geanker is. Dit is gebiedend noodsaaklik dat gesagvoerders van koopvaartskepe toesien dat hierdie bepaling, wat vir hul eie beskerming opgestel is, uitgevoer word.

30. *Beperkings op Plesierbootjies.*—

- (a) Geen plesierbootjie word toegelaat om gedurende die offisiële nag of in mis of dik weer uit die dokgebied uit te vaar of buitekant hierdie gebied te bly nie. Ingeval daar mis opkom of die weer dik word, moet alle plesierbootjies buitekant die dokgebied, onmiddellik daarheen terugkeer.
- (b) Op ander tye mag geen plesierbootjies sonder 'n permit wat deur die vestingbevelvoerder onderteken is, uit die gebied vaar wat aan die noordekant deur 'n denkbeeldige lyn met 'n peiling van 090 grade (geografies) vanaf die Robbeneilandse vuurtoring en aan die westekant deur 'n denkbeeldige lyn na die Groenpuntse vuurtoring begrens word. Hulle word ook nie toegelaat om sonder 'n soortgelyke permit nader dan 'n myl aan Robbeneiland te kom nie.

31. *Die nader van Staatskepe.*—Die visenteerbeampte kan koopvaartskepe in kennis stel dat vaartuie wat sekere onderskeidingseine voer, staatskepe is en nie binne 'n sekere afstand nader moet word nie.

32. *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.

DEEL III.

DIE HAWE VERLAAT.

33. *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 doenebeampte kry en dit na die visenteerbeampte in die visenteerkantoor neem, waar hulle spesiale instruksies kan ontvang.

34. *Sinjaal wat Vaar Verbied.*—Solank aan die vlagpaal op die graansuier bedags 'n blou vlag en snags twee wit ligte vertikaal en 6 vt van mekaar af gehys is, mag geen koopvaartskip die hawe verlaat nie.

DEEL IV.

LOODSDIENS.

35. Om in die visenteerankerplek of die ankerplek vir koopvaartskepe te kom, is geen loodsing nodig nie. Dit is egter verpligtend tussen die ankerplek vir koopvaartskepe en die dokgebied, behalwe wanneer die gesagvoerders van die betrokke skepe loodsdienst-vrystellingsertifikaat het. Die hawekaptein verskaf loodse.

Vir sover dit hierdie artikel betref, word die „ankerplek vir koopvaartskepe" omskryf as die gedeelte van die baai wat aan die suidoostekant van 'n denkbeeldige lyn 045 grade (geografies) vanaf die rooi wisselgelyk op die punt van die breekwater, maar buitekant die dokke, lê.

DEEL V.

SPESIALE BEPALINGS BETREFFENDE ROBBENEILAND.

36. Tensy lede van die publiek 'n permit onderteken deur die vestingbevelvoerder te Kaapstad het, word hulle nie toegelaat om op Robbeneiland te kom nie.

37. Gelisensieerde vissersvaartuie wat op 'n wettige visvangs uit is, mag tot kort by die kus visvang, onder voorbehoud dat hulle te eniger tyd offisiel gevisenteer kan word. Ander vaartuie word, onderworpe aan die bepalings van artikel 30, verbied om die kus van die eiland tot binne 'n myl te nader.

DEEL VI.

SPESIALE BEPALINGS BETREFFENDE LUGVAARTUIE.

38. Alle Lugvaartuie, buiten militêre en ander regerings-lugvaartuie, word verbied om oor die hawe Tafelbaai, soos in artikel 5 (a) van hierdie orders en instruksies omskryf, te vlieg.

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 Harbour.....	Examining Officer..	8
To leave the Examination Anchorage	Examining Officer..	14
While in the Examination Anchorage— Move the vessel..... Communicate with the shore Lower boats..... Work cables..... Allow persons or articles to leave the vessel	Examining Officer..	21
To move the vessel while in the harbour	Port Captain.....	24
To leave the harbour.....	Customs Officer, Port Captain, Examining Officer	2 (a) 24 and 33

PART VIII.

39. Any person who contravenes, or fails to comply with, any provision of these Orders and Instructions, shall be guilty of an offence, and liable under section one hundred and nine of the South Africa Defence Act, 1912, to a fine not exceeding twenty-five pounds, or, in default of payment, to imprisonment with or without hard labour for a period not exceeding three months.

PART IX.

40. The powers vested in the Fortress Commander by any of these Orders and Instructions may be exercised by any person generally or specially appointed by him.

* No. 686.] [6 May 1940.
WYNYARD BATTERY, CAPE TOWN.—PROHIBITION OF BUILDING OPERATIONS ON LAND WITHIN ARC OF FIRE

Under and by virtue of the powers vested in me by Regulation 6bis (2) of the National Emergency Regulations, I, JAN CHRISTIAN SMUTS, in my capacity of Minister of Defence, do hereby order that from and after the date of publication of this notice, no person shall, without the written authority of the Secretary for Defence, build, erect or alter, or proceed with the building, erection or alteration of any building or structure on any land situated within that portion of the Municipal Area of Cape Town described hereunder:—

All land within the limits of the Municipality of the City of Cape Town situated north-west of the straight line connecting the westernmost beacon (No. 37) of the Green Point Commonage Grant (Cape F. 31.28) and the westernmost beacon of Fort Wynyard Battery Site (beacon No. F. 24 of the aforementioned Green Point Commonage Grant) and north-west of the prolongation, in both directions, of the said straight line to its points of intersection with the low water mark of the sea.

J. C. SMUTS,
Minister of Defence.

MINERAL LAW
AMENDMENT
ACT

(No. 36 of 1934)

PRICE 9d. PER COPY

Obtainable from the Government Printer,
Pretoria

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....	Die visenteerbeampte	8
Om die visenteerankerplek te verlaat	Die visenteerbeampte	14
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.....	Die visenteerbeampte	21
Om die vaartuig te beweeg solank dit in die hawe is	Die hawekaptein...	24
Om die hawe te verlaat.....	Die doeanebeampte, Die hawekaptein Die visenteerbeampte	2 (a) 24 en 33

DEEL VIII.

39. 'n Persoon wat enige bepaling in hierdie orders en instruksies oortree of nie nakom nie, is skuldig aan 'n oortreding en staan kragtens die bepalings van artikel honderden-nege van die , Zuid-Afrika Verdedigings Wet, 1912 ", bloot aan 'n boete van hoogstens vyf-en-twintig pond, of, by wanbetaling, aan 'n gevangenisstraf, met of sonder harde arbeid, van hoogstens drie maande.

DEEL IX.

40. Die bevoegdhede wat kragtens een of meer van hierdie orders en instruksies aan die vestingbevelvoerder verleen is, mag deur enige persoon wat in die algemeen of in die besonder deur hom aangestel is, uitgeoefen word.

* No. 686.] [6 Mei 1940.
WYNYARD BATTERY, KAAPSTAD.—VERBOD OP BOUBEDRYWIGHEDDE OP TERREIN BINNE VUURBOOG.

Ingevolge die bevoegdhede my verteen by Regulasie 6bis (2) van die Landsnoodtoestandregulasies, gelas ek, JAN CHRISTIAN SMUTS, in my hoedanigheid as Minister van Verdediging, hiermee dat vanaf die datum van publikasie van hierdie kennisgewing, niemand sonder die skriftelike toestemming van die Sekretaris van Verdediging, enige gebou of struktuur op enige grond wat binne die hieronder omskrewe gedeelte van die munisipale gebied van Kaapstad geleë is, mag bou, oprig of verander of met die bou, oprigting of verandering daarvan voortgaan nie:—

Alle grond binne die grense van die munisipaliteit van die stad Kaapstad noordwes van die reguit lyn wat aansluiting gee tussen die westelike baken (No. 37) van die toekenning van die Groenpuntse Meent (Kaap F. 31.28) en die westelike baken van die terrein van Fort Wynyard battery (baken No. F. 24 van die voornoemde toekenning van die Groenpuntse Meent) en noordwes van die verlenging, in beide rigtings, van die genoemde reguit lyn na sy kruispunte met die laagwatermerk van die see.

J. C. SMUTS,
Minister van Verdediging.

MINERALE-
WYSIGINGS-
WET

(No. 36 van 1934)

PRYS 9d. PER EKSEMPLAAR

Verkrygbaar by die Staatsdrukker,
Pretoria

READING MATTER FOR FARMERS

The Department of Agriculture, Pretoria, issues the following publication (in English and Afrikaans) in the interest of farmers and the agricultural industry generally:—



FARMING IN SOUTH AFRICA

Subscriptions in the Union, South West Africa, Bechuanaland Protectorate, Southern and Northern Rhodesia, and Moçambique, 5s. per annum post free (otherwise 7s. 6d. per annum).

Subscriptions may be posted direct to the Government Printer, Pretoria, or handed in at any Magistrate's Office, Post Office, or Police Station.

A monthly Journal of short practical articles, notes, etc., designed particularly for farmers who want sound, departmental advice in plain, non-technical language. - - - Every farmer should keep in touch with his Department of Agriculture, and obtain the advice it is able to give by reading—

FARMING IN SOUTH AFRICA

LEESTOF VIR BOERE

Die Landboudepartement, Pretoria, gee die volgende blad uit (in Afrikaans en Engels) in belang van boere en die landboubedryf in die algemeen:—



BOERDERY IN SUID-AFRIKA

Intekengeld in die Unie, Suidwes-Afrika, Bechuanaland Protektoraat, Suid- en Noord-Rhodesië en Mozambique, 5s. per jaar posvry (anders 7s. 6d. per jaar).

Intekengeld kan direk aan die Staatsdrukker, Pretoria, geos of in 'n magistraatskantoor, poskantoor of polisieestasie oorhandig word.

'n Maandblad met kort, praktiese artikels, aantekennings, ens., spesiaal bestem vir boere wat goeie, departementele advies in eenvoudige, nie tegniese taal wil hê. - - - Elke boer behoort met sy Landboudepartement in voeling te bly en die advies te verkry wat dit in staat is om te gee deur—

BOERDERY IN SUID-AFRIKA

te lees

REVISED STATUTES

of the Union of South
Africa, 1910-1929

with Amendments

Annotated to 1933

Seven volumes

Volume I.—1910-1912

Volume II.—1913-1916

Volume III.—1917-1920

Volume IV.—1921-1924

Volume V.—1925-1926

Volume VI.—1927-1929

Volume VII.—Index

Price £5. 5s. 0d. per set of seven volumes

Separate volumes can be supplied, price £1. 1s. 0d. per volume

The Index Volume, No. 7, can be used with ordinary Statutes up to and including 1934

OBTAINABLE FROM THE GOVERNMENT PRINTER, PRETORIA

HERSIENE WETTE

van die Unie van Suid-
Afrika, 1910-1929

met Wysigings

Aangeteken tot 1933

Sewe dele

Deel I.—1910-1912

Deel II.—1913-1916

Deel III.—1917-1920

Deel IV.—1921-1924

Deel V.—1925-1926

Deel VI.—1927-1929

Deel VII.—Inhoudsopgawe

Prys £5. 5s. 0d. per stel van sewe boekdele

Afsonderlike boekdele kan gelewer word teen £1. 1s. 0d. per deel

Die Inhoudsopgawe, Deel No. 7, kan gebruik word vir gewone Wette tot en met 1934

VERKRYGBAAR BY DIE STAATSDRUKKER, PRETORIA