

EXTRAORDINARY



UITENGEWONE

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

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

GOVERNMENT NOTICES

DEPARTMENT OF DEFENCE.

The following Government Notices are published for general information:—

* No. 1026.] [27 June 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 the Port of East London during the present state of war:—

PORT OF EAST LONDON.

PUBLIC TRAFFIC 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 the Port of East London. All former orders and instructions for the control of traffic approaching or moving within the limits of the Port of East London are hereby cancelled.

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

(b) Orders and Instructions for the better protection of East London Harbour during the present war (published in Government Notice No. 704 of 3rd May, 1940) 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, East London, 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.

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 the Port of East London.

GOEWERMENSKENNISGEWINGS

DEPARTEMENT VAN VERDEDIGING.

Onderstaande Goewermentskennisgewings word vir algemene informasie gepubliseer:—

* No. 1026.] [27 Junie 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 Oos-Londen gedurende die huidige oorlogstoestand uit te vaardig:—

DIE HAWE OOS-LONDEN.

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

1. Alle koopvaartskepe en kleinvaartuie wat die hawegrense van die hawe Oos-Londen nader of daarbinne beweeg, moet tot nadere kennisgewing onderstaande orders en instruksies nakom. Alle vorige orders en instruksies op die reëling van verkeer wat die hawegrense van die hawe Oos-Londen nader of daarbinne beweeg, word hierby ingetrek.

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 hawe Oos-Londen gedurende die huidige oorlog (gepubliseer by Goewermentskennisgewing No. 704 van 3 Mei 1940), bly van krag behalwe dat binnekommende koopvaartskepe en kleinvaartuie eers onder die beheer van die dokkoman-dant kom nadat hulle deur die visenteerbeampte deurgelaat is.

3. Nieteenstaande enige bepaling in hierdie orders en instruksies mag die vestingbevelvoerder te Oos-Londen in 'n geval van nood ter verdediging van die hawe orders op die reëling van die verkeer in die hawe of die bewegings van skepe wat die hawe nader of daarin is, uitvaardig.

4. Hierdie orders en instruksies, behalwe artikel 3, is nie van toepassing op die hawevaartuie wat onder die beheer van die Administrasie van die Suid-Afrikaanse Spoorweë en Hawens staan, wanneer hulle met hul gewone werksaamhede in die hawe Oos-Londen besig is nie.

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

- (a) "The Port of East London", "East London Harbour", "The Harbour" or "The Port" means the area bounded by a line 102° (true) from Hood Point Lighthouse for a distance of two sea miles, thence 021° (true) until this cuts a line forming the arc of the circle drawn with a radius of one sea mile from the South Breakwater Light, and following this line to the foreshore, thence along high-water mark to and including the Dock Area, and again following high-water mark on the foreshore to a point where the line from Hood Point Lighthouse is intersected. 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 East London 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) "Examination vessel" includes any vessel employed in the examination service, which displays the signals prescribed in these orders and instructions.
- (f) "Examining officer" means the officer of the examination service, normally in the examination vessel, whose duty it is to examine merchant vessels and small craft desirous of entering the harbour.
- (g) "Official night" means that period of the day from half an hour after sunset to half an hour before sunrise.
- (h) "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 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) 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, East London Division, Seaward Defence Force, stating the following particulars—
 - (1) name of vessel;
 - (2) date and time due at the harbour;
 - (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;
- (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.

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

- (a) word met „die hawe Oos-Londen”, die „Oos-Londense hawe” of „die hawe” bedoel die gebied wat begrens word deur 'n denkbeeldige lyn wat 102 grade (geografies) vanaf die vuurtoring op Hood Point vir 'n afstand van twee seemyl, daarvandaan 021 grade (geografies) tot op die boog van 'n denkbeeldige sirkel met 'n straal van een seemyl vanaf die lig op die suidelike seemuur, dan al met die sirkelboog tot op die strand en met die hoogwatermerk tot by die dokgebied, dan om hierdie gebied en weer met die hoogwatermerk op die strand langs tot by die punt waar dit die lyn vanaf die vuurtoring op Hood Point kruis, loop. Hierdie grense vervang geensins die hawegrense wat vir doeane doeleindes bepaal is nie.
- (b) word met „dokke” die kaaie, dokke, bassin, seehoofde, piere, hawewerke en alle hawe- en dokgrond in die Oos-Londense 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 motorvistreilers), sleepbote, barkasse, jagte, vragskuite, baggerbote, skuite en alle ander kleinvaartuie buiten die wat 'n erkende marinevlag of die vlag van die Suid-Afrikaanse lugmag voer;
- (e) beteken „visenteervaartuig” elke vaartuig wat in die visenteerdienst is en die seine by hierdie orders en instruksies voorgeskryf, voer;
- (f) beteken „visenteerbeampte” die beampte van die visenteerdienst wat hom gewoonlik op die visenteervaartuig bevind en daarmee belas is om koopvaartskepe en kleinvaartuie wat die hawe wil binnevaar, te ondersoek;
- (g) duur die „offisiële nag” vanaf 'n halfuur na sononder tot 'n halfuur voor sonop;
- (h) is daar „mis” wanneer die uitsig in so 'n mate deur weers- en ander omstandighede belemmer word, dat dit vir die visenteervaartuig en die visenteerdienstbatterye 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 die gedeeltes van die sendtoestel wat hy goëddink, verseël, solank die skip of kleinvaartuig in die hawe is. Gedurende die tyd wat die vaartuig in die hawe vertoef, sal toegang tot die verseëelde draadloostelegrafiekantoor 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 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 kan tot gevolg hê dat die gesagvoerder van die betrokke skip gestraf en beslag op die skip se radio-apparaat gelê word.

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 verdragting van hul vaartuie in die erkenning en deurlating daarvan deur die visenteerdienst te voorkom—

- (a) vooraf aan die bevelvoerende offisier van die Oos-Londense afdeling van die Verdedigingsmag ter See, 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) Uiterlike en onderskeidingsmerke, soos b.v. skoorsteenmerke, ens.
 - (4) Soort lading.
 - (5) Hawes van laai en los van lading.
 - (6) Aantal passasiers, as daar is.
- (b) Toe te sien dat hul vaartuie voorsien is van 'n volledige internasionale seinwimpels, asook van vier lanterns, twee rondom wit en twee rondom rooi, gereed en beskikbaar vir gebruik—benewens die reglementêre navigasie-ligte.
- (c) Dit so te reël dat hul vaartuie gewoonlik oordag by die hawe aankom.

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

- (a) Merchant vessels arriving from seaward must await the examination vessel outside the limits of the harbour.
- (b) Merchant vessels are only permitted to enter the harbour by day or by night, after having passed through the examination service.

See Paragraph 17—"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 22) wishing to enter the harbour are to lie off the limits of the harbour as defined in paragraph 5, until given the necessary instructions or permission to enter the harbour by the Examining Officer. They may be required by the Examining Officer to anchor in the Examination Anchorage. In such case they will be directed to this anchorage by this officer who will allocate berths for each ship.

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 off the harbour limits.

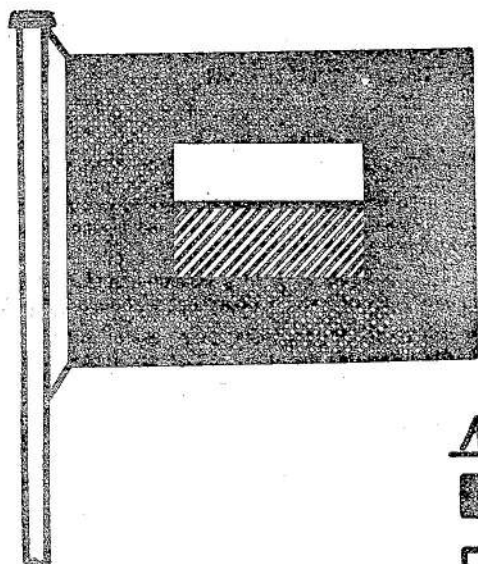
14. Any merchant vessel attempting to leave the examination anchorage without permission from the Examining Officer will be liable to be fired on.

15. Should bad weather or other cause prevent a merchant vessel from being examined by the Examining Officer, she will be ordered by the Examining Officer to remain under way, outside the limits of the port, and will not be permitted to enter the harbour unless she can be identified while under way.

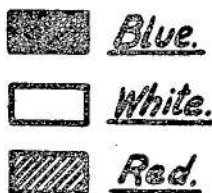
16. *Examination vessel.*

- (a) The examination vessel will be found in the vicinity of the port limits.
- (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, and should the harbour be closed (see paragraph 17) she will hoist in addition to the above, three red balls vertical, 6 feet apart, in a position where they are clearly visible all round the horizon.



Key.



- (2) *By Night.* She will carry in addition to the ordinary navigation lights, three lights vertical, 6 feet apart, in a position where they are clearly visible round the horizon. These three lights will be white when the harbour is open and red when the harbour is closed (see paragraph 17).

17. "Port Closed." *Meaning of the term.*—"Port Closed" means that merchant vessels are not permitted to proceed into the port as defined in paragraph 5 (a).

8. *Instruksies aan koopvaartskepe wat toegang tot die hawe verlang.*

- (a) Koopvaartskepe wat van die see af inkom moet buitekant die hawegrense op die visenteervaartuig wag.
- (b) Koopvaartskepe word bedags of snags alleen toegelaat om die hawe binne te kom nadat hulle deur die visenteerdiens deurgelaat is.

Kyk artikel 17.—, "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 word.

10. Alle koopvaartskepe moet sodra hulle die hawe tot op optiese seinafstand genader het, 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 22 gegee word) wat die hawe wil binnekom, moet buitekant en weg van die hawegrense, soos hulle in artikel 5 bepaal word, lê totdat hulle die nodige instruksies of verlof van die visenteerbeampte ontvang om die hawe binne te kom. Hulle kan deur die visenteerbeampte versoek word om in die visenteerankerplek te anker. In so 'n geval sal die visenteerbeampte hulle aandui waar die visenteerankerplek is en 'n ankerplek aan elke skip toeken.

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 en instruksies 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 buitekant die hawegrens aankom, ondersoek word.

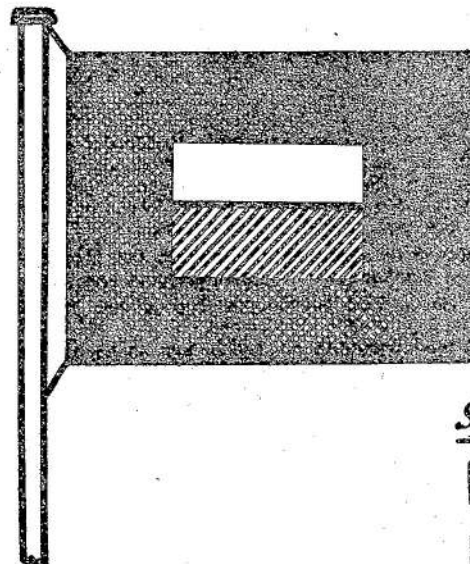
14. 'n Koopvaartskip wat sonder die toestemming van die visenteerbeampte die visenteerankerplek verlaat, kan beskiet word.

15. As slegte weer of 'n ander oorsaak verhinder dat 'n koopvaartskip deur die visenteerbeampte ondersoek word, word hy deur laasgenoemde gelas om buitekant die hawegrense varende te bly, en word hy nie toegelaat om die hawe binne te kom tensy hy, terwyl hy varende is, geïdentifiseer kan word nie.

16. *Die visenteervaartuig.*

- (a) Die visenteervaartuig sal in die omgewing van die hawegrense gevind word.
- (b) *Onderskeidingsmerke:—*

- (1) *Bedags* voer dit 'n spesiale vlag—wit en rooi horisontaal met 'n blou rand daaromheen—asook die „Blue Ensign". As die hawe gesluit is (kyk artikel 17) 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.



Sleutel



- (2) *Snags* voer dit benewens die gewone navigasie-ligte, 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 17.)

17. „Hawe gesluit".—, "Hawe gesluit" beteken dat koopvaartskepe nie toegelaat word om die hawe, soos dit in artikel 5 (a) omskryf is, binne te vaar nie.

18. *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 16.
- (2) A similar signal hoisted on a staff at the Signal Station.
- (3) Should the harbour be closed on account of bad weather, the usual Bar signals as laid down in the ordinary regulations of the harbour will be displayed. See Africa Pilot Part III.

19. *Instructions as to what Merchant Vessels and Small Craft must do when the Port is closed.* When the signals specified in paragraph 18 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.

20. *Regulations to be observed when in the Examination Anchorage.*—Except to save life or to avoid accident or with 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.

21. *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 two lights vertical red over white, 3 feet apart, at the foremasthead.

22. *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 ship's boats. Should any small craft disobey this order they will be liable to be fired on.

PART II.

INTERNAL MOVEMENT.

23. *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.

24. *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 paragraph 25).
- (c) Vessels secured alongside the quay wall are to be in a state of readiness to obscure immediately all lights visible from outboard when so ordered.

25. When a merchant vessel is under way, in, or in the neighbourhood of the harbour, other merchant vessels at anchor are to show anchor lights (see paragraph 27), 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.

26. *Steaming Lights and Bow 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 2 miles, excepting stern lights the visibility of which must not exceed 1 mile.

27. *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 all lights at an angle of between 5 and 10 degrees above the horizontal.

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

- (1) die sein wat in artikel 16 omskryf is en op die visenteervaartuig gehys word;
- (2) 'n soortgelyke sein wat aan die vlagpaal by die seinstasie gehys word;
- (3) die gebruiklike sluitseine wat by die gewone hawereglement voorgeskryf is, wanneer die hawe as gevolg van slegte weer gesluit is (kyk „Africa Pilot”, Deel III).

19. *Wat koopvaartskepe en kleinvaartuie moet doen wanneer die hawe gesluit is.*—Wanneer die seine in artikel 18 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.

20. *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.

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

- (a) *Bedags* moet koopvaartskepe die vlae 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 voorbobbamsteng hys.

22. *Instruksies en verbod betreffende kleinvaartuie.*—Alle kleinvaartuie wat die hawe wil binnekom, moet die visenteervaartuig nader om geïdentifiseer te word en instruksies te ontvang. Geen plaaslike kleinvaartuie 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 sluit die gebruik van skepskuite uit.

Kleinvaartuie wat nie hierdie bepaling nakom nie, loop gevaar om beskiet te word.

DEEL II.

BINNEHAWEBEWEGING.

23. *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.

24. *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 25);
- (c) *Skepe wat langs die kaaimuur vasgemaak is*, moet altyd gereed wees om, wanneer hulle daartoe beveel word, alle ligte wat buiteboords sigbaar is, af te skerm.

25. Solank 'n koopvaartskip in of in die nabyheid van die hawe varende is, moet koopvaartskepe wat geanker lê, ankerligte voer (kyk artikel 27) totdat die skip geanker of vasgemaak 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 invarende skip of skepe geanker of gemeer is.

26. *Vaar- en boegligte.*—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.

27. *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.

28. *Other Lights.*—No lights aloft, on deck, or below, except those mentioned in paragraphs 24 to 26 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.

29. *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.

30. *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.

31. *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.

32. *Signal prohibiting sailing.*—A blue flag by day and two white lights vertical, 6 feet apart, by night, hoisted on the Signal Station flagstaff indicate that no merchant vessel is to leave the harbour whilst the signal is flying.

PART IV.

PILOTAGE.

33. Pilotage is unnecessary into the examination anchorage, but is compulsory into 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.

PART V.

SPECIAL PROVISIONS DEALING WITH AIRCRAFT.

34. Aircraft, other than Military and Government Aircraft, are prohibited from flying over the Harbour of East London as defined in clause 5 (a) of these orders and instructions.

PART VI.

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

Nature of Permission Required.	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....	20
To Move the Vessel while in the Harbour	Port Captain.....	23
To Leave the Harbour.....	Customs Officer, Port Captain and Examining Officer	2 (a), 23 and 31

PART VII.

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.

28. *Ander ligte.*—Geen ligte bo, op dek of onder, buiten dié in artikels 24 tot 26 genoem en dié 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.

29. *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 genader moet word nie.

30. *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.

31. *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 verkry en dit na die visenteerbeampte in die visenteerkantoor neem, waar hulle spesiale instruksies kan ontvang.

32. *Sein wat afvaart belet.*—Solank aan die vlagpaal by die seinstasie 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.

33. Na die visenteerankerplek is geen loodsing nodig nie. Dit is egter verpligtend na die dokgebied, behalwe wanneer die gesagvoerders van die betrokke skepe loodsdienst-vrystelling-sertifikaat het. Die hawekaptein verskaf loodse.

DEEL V.

SPEZIALE BEPALINGS BETREFFENDE LUGVAARTUIE.

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

DEEL VI.

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

Aard van toestemming verlang.	Betrokking 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.	20
Om die vaartuig te beweeg solank dit in die hawe is	Die hawekaptein.....	23
Om die hawe te verlaat.....	Die doeanebeampte Die hawekaptein en die visenteerbeampte	2 (a), 23 en 31.

DEEL VII.

'n Persoon wat 'n bepaling in hierdie orders en instruksies oortree of nie nakom nie, is skuldig aan 'n oortreding en kan kragtens die bepalings van artikel honderd-en-nege van die „Zuid-Afrika Verdedigings Wet”, 1912, tot 'n boete van hoogstens vyf-en-twintig pond, of by wanbetaling, tot gevangenisstraf, met of sonder harde arbeid, van hoogstens drie maande veroordeel word.

* No. 1027.]

[27 June 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 the Port of Port Elizabeth during the present state of war:—

PORT ELIZABETH 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 the Port Elizabeth Harbour:—

All former orders and instructions for the control of traffic approaching or moving within the limits of Port Elizabeth 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 Port Elizabeth Harbour during the present war (published in Government Notice No. 705 of the 3rd May, 1940) 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, Port Elizabeth, 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.

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 Port Elizabeth Harbour.

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

(a) "Port Elizabeth Harbour" or "the harbour" or "the port" means the area bounded on the southward by a line drawn from Cape Recife, east (true) to a point in the Indian Ocean, distant one mile; on the northward by a line drawn from the extreme point of the north bank of the Zwartkops River, east (true), distant one mile; on the eastward by a line drawn between these two points and shall embrace the foreshore between Cape Recife lighthouse and the line at North bank of the Zwartkops River between high and low-water marks, to tidal flow; together with the docks, jetties, harbour works and all harbour lands vested in the Government of the Union of South Africa. 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 Port Elizabeth 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" is to commence 15 minutes after sunset and is to terminate 15 minutes before sunrise at Port Elizabeth.

(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.

* No. 1027.]

[27 Junie 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 verkeer in die hawe Port Elizabeth gedurende die huidige oorlogstoestand, uit te vaardig:—

DIE HAWE PORT ELIZABETH.

ORDERS EN INSTRUKSIES OP OPENBARE HAWEVERKEER.

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

1. Alle koopvaartskepe en kleinvaartuie wat die hawegrense van die hawe Port Elizabeth nader of daarbinne beweeg, moet tot nadere kennisgewing onderstaande orders en instruksies nakom. Alle vorige orders en instruksies op die reëling van verkeer wat die hawegrense van die hawe Port Elizabeth nader of daarbinne beweeg, word hierby ingetrek.

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 hawe Port Elizabeth gedurende die huidige oorlog (gepubliseer by Goewermentskennisgewing No. 705 van 3 Mei 1940), bly van krag, behalwe dat binnekommende koopvaartskepe en kleinvaartuie eers onder die beheer van die dokkomaandant kom nadat hulle deur die visenteerbeampte deurgelaat is.

3. Nieteenstaande enige bepaling in hierdie orders en instruksies mag die vestingbevelvoerder te Port Elizabeth in 'n geval van nood ter verdediging van die hawe orders op die reëling van die verkeer in die hawe of die bewegings van skepe wat die hawe nader of daarin is, uitvaardig.

4. Hierdie orders en instruksies, behalwe artikel 3, is nie van toepassing op die hawevaartuie wat onder die beheer van die Administrasie van die Suid-Afrikaanse Spoorweë en Hawens staan, wanneer hulle met hul gewone werksaamhede in die hawe Port Elizabeth besig is nie.

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

(a) word met „die Port Elizabethse hawe“, of „die hawe“ of „die hawe Port Elizabeth“, bedoel die gebied wat aan die suidekant deur 'n denkbeeldige lyn ooswaarts (geografies) vanaf Kaap Recife vir 'n afstand van 'n myl tot by 'n punt in die Indiese Oseaan, aan die noordekant deur 'n denkbeeldige lyn vanaf die verste punt van die noordelike oewer van die Swartkopsrivier ooswaarts (geografies) tot by 'n punt 'n myl daarvandaan, en aan die oostekant deur 'n denkbeeldige lyn tussen die eindpunte van genoemde twee lyne begrens word, en, sover as die gety vloei, die strand tussen die vuurtoring op Kaap Recife en die lyn tussen die hoog- en laagwatermerke op die noordelike oewer van die Swartkopsrivier, asook die dokke, hawehoofde en -werke en al die hawegronde, wat die eiendom van die Regering van die Unie van Suid-Afrika is, behels. Hierdie grense vervang geensins die hawegrense wat vir doeanedoelendes bepaal is nie;

(b) word met „dokke“ die kaaie, dokke, bassin, seehoofde, piere, hawewerke en alle hawe- en dokgronde in die Port Elizabethse hawe wat die eiendom van die Regering van die Unie van Suid-Afrika is, bedoel;

(c) beteken „koopvaartskip“ alle skepe behalwe visenteervaartuie, oorlogsskepe, kleinvaartuie en plesierbootjies;

(d) beteken „kleinvaartuig“ alle vissersvaartuie (behalwe stoom- en motorvistreilers), sleepbote, vragskuite, jagte, barkasse, baggerbote, skuite en alle ander kleinvaartuie buiten die wat 'n erkende marinevlag of die vlag van die Suid-Afrikaanse Lugmag voer;

(e) beteken „plesiervaartuie“ alle jagte en ander kleinvaartuie wat nie vir offisiële of kommersiële doeleindes 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 daarmee belas is om koopvaartskepe en kleinvaartuie wat die hawe wil binnevaar, te ondersoek;

(h) duur die „offisiële nag“ vanaf vyftien minute na sononder tot vyftien minute voor sonop te Port Elizabeth;

(i) is daar „mis“ wanneer die uitsig in so 'n mate deur weers- en 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.

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 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) 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, Port Elizabeth Division, Seaward Defence Force, stating the following particulars:—

- (1) Name of vessel.
- (2) Date and time due at the harbour.
- (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.

(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.*—Merchant vessels arriving from seaward must await the examination vessel on arriving approximately 3 miles east of the Port Elizabeth Breakwater.

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 Cape Recife or Port Signal Station whichever is first sighted 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.

Ter behoorlike uitvoering van bostaande, kan die doeane-beampte die draadloos-telegrafiekantoor of -kantore van koopvaartskepe en kleinvaartuie of die gedeeltes van die send-toestel wat hy goeëdink, 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 draadloos-telegrafiekantoor of -kantore slegs 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. 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 kan tot gevolg hê dat die gesagvoerder van die betrokke skip gestraf en beslag op die skip se radio-apparaat gelê word.

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 deurlating daarvan deur die visenteerdiens te voorkom—

(a) vooraf aan die bevelvoerende offisier van die Port Elizabethse afdeling van die Verdedigingsmag ter See, 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 die 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 lading;
- (6) aantal passasiers, as daar is;

(b) toe te sien dat hul vaartuie voorsien is van 'n volledige stel internasionale seinwimpels, 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. *Instruksies aan koopvaartskepe wat toegang tot die hawe verlang.*—Koopvaartskepe wat van die see af inkom, moet ongeveer drie myl ten ooste van die Port Elizabethse seemuur op die visenteervaartuig wag.

Koopvaartskepe word bedags of snags alleen toegelaat om die hawe binne te kom nadat hulle deur die visenteerdiens 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 kan tot gevolg hê dat hulle beskiet word.

10. Alle koopvaartskepe wat die hawe nader, moet wanneer hulle op optiese seinafstand kom vanaf Kaap Recife of die seinstasie van die hawe, watter een hulle ook al eerste in die gesig kry, hul seinletters hys en nie wag op die sein „Wat is die naam van u vaartuig?” nie.

11. Alle koopvaartskepe (behalwe kleinvaartuie waarom-trent instruksies in artikel 23 gegee word) wat die hawe wil binnekam, moet na die visenteerankerplek (wat deur die visenteervaartuig aangedui sal word) vaar en daar anker gooi, tensy hulle, voordat hulle hier anker, verlof en die nodige instruksies van die visenteerbeampte ontvang om die hawe binne te vaar.

12. Alle orders en instruksies om 'n koopvaartskip in staat te stel om die 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.

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

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 verhoed 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.

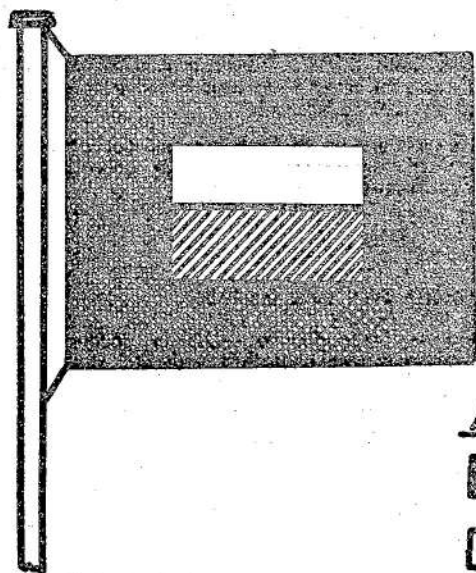
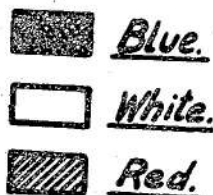
16. *Die visenteerankerplek.*—Die visenteerbeampte aan boord van die visenteervaartuig dui 'n koopvaartskip aan waar hy in die visenteerankerplek moet anker.

17. *Examination vessel.*

(a) The examination vessel will be found in the vicinity of a position three miles due east true of the Port Elizabeth Breakwater light.

(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. Should the port 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.

Key.

(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 further inward than the examination anchorage.

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 at Port Signal Station situated at Eastern Extremity of the Northern Arm of the inner harbour.
- (3) A similar signal hoisted at the Signal Station at Cape Recife.

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.*

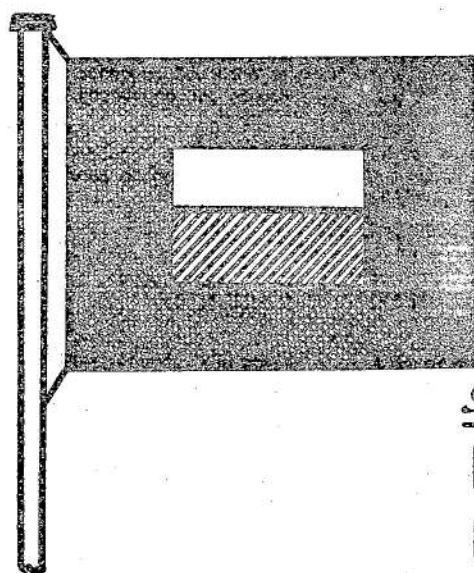
- (a) *By Day.*—Merchant vessels are to hoist flags JG International Code.
- (b) *By Night.*—Merchant vessels are to hoist 2 lights vertical red over white, 3 feet apart, at the foremasthead.

17. *Die visenteervaartuig.*

(a) Die visenteervaartuig word in die omgewing van 'n plek drie myl reg oos (geografies) van die lig op die Port Elizabethse seemuur af, gevind.

(b) *Onderskeidingsmerke.*

(1) *Bedags* voer hy 'n spesiale vlag—wit en rooi horisontaal met 'n blou rand daaromheen—asook die „Blue Ensign". As die hawe gesluit is (kyk artikel 18) hys hy, benewens bogaande, drie rooi balle vertikaal en 6 vt. van mekaar af op 'n plek waar hulle rondom die horison duidelik sigbaar is.

Slutel

(2) *Snags* voer hy 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 verder as die visenteerankerplek 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—

- (1) die sein wat in artikel 17 omskryf is en op die visenteervaartuig gehys word;
- (2) 'n soortgelyke sein wat aan die vlagpaal by die hawese seinstasie, aan die oostelike uiteinde van die noordelike kaai van die binnehawe, gehys word;
- (3) 'n soortgelyke sein wat by die seinstasie op Kaap Recife 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 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 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 vlac 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. *Instructions and Prohibition affecting Small Craft.*—(a) 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.

(b) All small craft of under 50 feet in length shall have their registration marks painted on each bow in white and black ground. The size of the numbers shall be not less than 18 inches in height, and of proportionate breadth and thickness. These craft, when entering the harbour by day or by night are to close the examination vessel to establish identity; if the examination vessel is not on her station they are to pass as close as possible to the Port Captain's Office at the eastern extremity of the northern arm of the inner harbour (Charl Malan Quay) in order that they can be readily identified. Failure to carry out these instructions may render the craft liable to be fired upon.

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 or secured*—normally no lights are to be visible from outboard (but see paragraph 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.

27. *Steaming Lights and Bow 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 2 miles, excepting stern lights, the visibility of which must not exceed 1 mile.

28. *Anchor Lights.*—The visibility of anchor lights is not to exceed 1 mile. All lanterns are to be fitted with overhead screens so as to cut off the lights at an angle of between 5 and 10 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 all 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 southward by a line drawn from Cape Recife, east (true) to a point in the Indian Ocean, distant 1 mile, on the northward by a line drawn from the extreme point of the east bank of the Zwartkops River, east (true), distant 1 mile; on the eastward by a line drawn between these two points and shall embrace the foreshore between Cape Recife lighthouse and the line at east bank of the Zwartkops River between high and low-water marks, to tidal flow; together with the docks, jetties, harbour works, and all harbour lands vested in the Government of the Union of South Africa.

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.

23. *Instruksies en verbod betreffende kleinvaartuie.*—(a) Alle kleinvaartuie wat die hawe wil binnekom, moet die visenteervaartuig nader om geïdentifiseer te word en instruksies te ontvang. Geen plaaslike kleinvaartuie 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 sluit die gebruik van skeepsuite uit. Kleinvaartuie wat nie hierdie bepaling nakom nie, loop gevaar om beskiet te word.

(b) Alle kleinvaartuie wat minder as vyftig voet lank is, moet hul registrasiemerke wit op 'n swart agtergrond op weerskante van die boeg laat verf. Die nommers moet minstens agtien duim hoog wees en 'n eweredige breedte en dikte hê. Wanneer hierdie vaartuie die hawe bedags of snags binnekom, moet hulle die visenteervaartuig nader om geïdentifiseer te word; is die visenteervaartuig nie op sy plek nie, moet hulle so na as moontlik by die hawekaptein se kantoor aan die oostelike uiteinde van die noordelike kaai van die binnehawe (die kaai Charl Malan) verbyvaar, sodat hulle maklik geïdentifiseer kan word. Kleinvaartuie wat nie hierdie instruksies uitvoer 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 dokkomaandant. 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 of vasgemaak is* normaalweg geen ligte wat buiteboords sigbaar is, voer nie. (Maar kyk artikel 26.)
- (c) *Skepe wat langs 'n kaaimuur of 'n dok, ens., vasgemaak is*, moet altyd in gereedheid 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 vasgemaak 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 invarende skip of skepe geanker of vasgemaak is.

27. *Vaar- en boegligte.*—Die vaarligte van koopvaartskepe wat toegelaat word om binne die hawe en in die visenteerankerplek te vaar, moet in so 'n mate verdoef 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 dié in artikels 25 tot 27 genoem, en dié 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 plesiervaartuie.*—(a) Geen plesiervaartuig 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 plesiervaartuie buitekant die dokgebied sonder versuim 'n poging aanwend om daarheen terug te keer.

(b) Op ander tye mag geen plesiervaartuig, sonder 'n permit wat deur die vestingbevelvoerder onderteken is, uit die gebied vaar wat aan die suidekant deur 'n denkbeeldige lyn vanaf Kaap Recife ooswaarts (geografies) vir 'n afstand van 'n myl tot by 'n punt in die Indiese Oseaan, aan die noordekant deur 'n denkbeeldige lyn vanaf die eerste punt van die oostelike oewer van die Swartkopsrivier ooswaarts (geografies) tot by 'n punt 'n myl daarvandaan en aan die oostekant deur 'n denkbeeldige lyn tussen die eindpunte van genoemde twee lyne begrens word, en, sover die gety vloei, die strand tussen die vuurtoring op Kaap Recife en die lyn tussen die hoog- en laagwatermerke op die oostelike oewer van die Swartkopsrivier, asook die dokke, hawehoofde en werke en alle hawe grond, wat die eiendom van die Regering van die Unie van Suid-Afrika is, behels.

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 genader 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.

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 flagstaff at the Port Signal Station situated at Eastern Extremity of the Northern Arm of the inner harbour, indicate 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 northwards of the North Mole.

PART V.

36.

37.

PART VI.

SPECIAL PROVISIONS DEALING WITH AIRCRAFT.

38. Aircraft, other than Military and Government aircraft, are prohibited from flying over the Harbour of Port Elizabeth as defined in clause 5 (a) of these orders and instructions.

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 and Examining Officer	2 (a), 24 and 33

PART VIII.

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.

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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 oorstek nie. Gesagvoerders moet hul uitklaringsbewys van die doeanebeampte verkry en dit na die visenteerbeampte in die visenteerkantoor neem, waar hulle spesiale instruksies kan ontvang.

34. *Sein wat afvaart belet.*—Solank aan die vlagpaal by die hawe se seinstasie aan die oostelike uiteinde van die noorde-lyke kaai van die binnehawe, 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. Na die visenteerankerplek of na die ankerplek vir koopvaartskepe is geen loodsing nodig het. Dit is egter verpligtend tussen die ankerplek vir koopvaartskepe en die dokgebied, behalwe wanneer die gesagvoerders van die betrokke skepe loodsdienst-vrystellingsertifikate het. Die hawekaptein verskaf loodse.

Sover dit hierdie artikel betref, is die „ankerplek vir koopvaartskepe" die gedeelte van die baai wat noord van die noordelike seemuur lê.

DEEL V.

36.

37.

DEEL VI.

SPESIALE BEPALINGS BETREFFENDE LUGVAARTUIE.

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

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 autoriteit 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 kus 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 en die visenteerbeampte	2 (a), 24 en 33.

DEEL VIII.

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

Gedruk in die Unie van Suid-Afrika deur en onder die toesig van die Staatsdrukker, Pretoria.

GOVERNMENT GAZETTE NO. 2782 DATED 28TH JUNE, 1940.

- Notice No. 1053, Page No. 782 - Proposed Deproclamation of Portion 118 of Farm Townlands of Klerksdorp.
- Notice No. 1063, Page No. 782 - Appointment of Assistant Inspector of Mines.
- Notice No. 504, Page No. 796 - Reservation of Ground for Purposes of Rights-of-Way.