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GOEWERMENTSKENNISGEWINGS.

Onderstaande Goewermentskennisgewings word vir algemene inligting gepubliseer:—

DEPARTEMENT VAN DOEANE EN AKSYNS.

No. 1120.] [26 Julie 1957.

MARINE-AFDELING.

Onderstaande ontwerp-regulasies voorgestel om kragtens die bepalings van paragraaf (i) van subartikel (1) van artikel *driehonderd ses-en-vyftig* van die Handelskeepvaartwet, 1951 (Wet No. 57 van 1951), uitgevaardig te word, word hierby vir algemene inligting gepubliseer. Persone wat kommentaar wil lewer of aanbevelings wil doen, kan hulle aan die Kommissaris van Doeane en Aksyns, Marine-afdeling, Posbus 376, Pretoria, op of voor 30 September 1957 deurstuur.

Regulasies waarby die vorms wat gebruik moet word vir die uitvoering van sekere bepalings van Hoofstuk IV van die Handelskeepvaartwet, 1951, voorgeskryf word.

INHOUD.

1. Opskrif van hierdie regulasies.
2. Woordbetekenis.
3. Leerkontrak (Artikel *drie-en-negentig.*)
4. Oormaking van leerkontrak. (Artikel *nege-en-negentig.*)
5. Sertifikaat van verstryking van leerkontrak. (Artikel *honderd.*)
6. Ooreenkoms met die bemanning. (Artikel *honderd-en-twee.*)
7. Opgaaf van oorplasings, ens., van seelui van een skip na 'n ander skip wat aan dieselfde eienaar behoort. (Artikel *honderd-en-vier.*)
8. Verklaring van elke verandering wat gemaak is in die bemanning van 'n skip. [Artikel *honderd-en-vier.*]

GOVERNMENT NOTICES.

The following Government Notices are published for general information:—

DEPARTMENT OF CUSTOMS AND EXCISE.

No. 1120.] [26 July 1957.

MARINE SECTION.

The following draft regulations proposed to be made under the provisions of paragraph (i) of sub-section (1) of section *three hundred and fifty-six* of the Merchant Shipping Act, 1951 (Act No. 57 of 1951), are hereby published for general information. Any person who wishes to make any comments or suggestions may submit them to the Commissioner of Customs and Excise, Marine Section, P.O. Box 376, Pretoria, on or before the 30th September, 1957.

These regulations prescribe the forms to be used for carrying out certain provisions of Chapter IV of the Merchant Shipping Act, 1951.

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9. Sertifikaat insake die ooreenkoms met die bemanning van 'n skip op vreemde vaart. [Artikel *honderd-en-vyf* (1).]
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11. Rekord van seelui en leerling-offisiere wat met die magtiging van die bevoegde beampte in die Unie ontslaan of agtergelaat word. [Artikel *honderd-en-sewentien* (3).]
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(*b*) Gewaarmerkte afskrif van inskrywing in amptelike skeepsjoernaal in die geval van drosting vanaf 'n Suid-Afrikaanse skip. (Artikel *honderd-en-vyftien* van die Wet.) Vorm M. 28.

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OPSKRIF VAN HIERDIE REGULASIES.

1. Hierdie regulasies heet die vormsregulasies ingevolge Hoofstuk IV van die Handelskeepvaartwet, 1951.

WOORDBETEKENIS.

2. Enige verwysing in hierdie regulasies na uitdrukkings of woorde wat in die Handelskeepvaartwet, 1951, voorkom, moet, tensy uit die samehang anders blyk, uitgelê word volgens die betekenis by die Wet daaraan verleen.

[LET WEL.—Die volgende woordbepalings wat in artikel *twee* van die Wet voorkom, word vir algemene inligting hier aangehaal:—

„kusvaarder" 'n skip van hoogstens eenduisend bruto-registerton wat gebruik word op reise tussen hawens in dieselfde land, maar dit omvat nie 'n vissersboot of 'n robbe- of walvisvaarder nie;

„vissersboot" 'n skip van hoogstens eenduisend bruto-registerton wat vir gewin ter see visvang, maar dit omvat geen robbevaarder of walvisvaarder nie;

„skip op vreemde vaart"—

(*a*) 'n skip wat tussen 'n hawe in een land en 'n hawe in 'n ander land vaar; of

(*b*) 'n skip van meer as eenduisend bruto-registerton wat tussen hawens in dieselfde land vaar; of

(*c*) 'n skip van meer as eenduisend bruto-registerton wat uitsluitend vir visvangs ter see of robbevangs gebruik word; of

Annexure J.—Record of Seamen and Apprentice-officers Who, Before Expiration of their Contract of Service, are Discharged or Left Behind in the Union with the Authority of the Proper Officer. [Section *one hundred and seventeen* (3) *of the Act.*] Form M. 21.

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Annexure T.—Return of Births on Board Ship. (Section *one hundred and eighty-nine* of the Act.) Form M. 31.

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TITLE OF THESE REGULATIONS.

1. These regulations are called the forms regulations under Chapter IV of the Merchant Shipping Act, 1951.

INTERPRETATION.

2. Any reference in these regulations to phrases or words which occur in the Merchant Shipping Act, 1951, unless the context indicates otherwise, shall be contrued as having the meaning assigned to them in that Act.

[NOTE.—The following definitions which appear in section *two* of the Act are quoted for information:—

"coasting ship" means a ship of not more than one thousand gross register tons employed in plying between ports in the same country, but does not include any fishing, sealing or whaling boat;

"fishing boat" means any ship of not more than one thousand gross register tons engaged in sea fishing for profit, but does not include any sealing boat or whaling boat;

"foreign-going ship" means—

(*a*) a ship plying between a port in one country and a port in another country; or

(*b*) a ship of more than one thousand gross register tons plying between ports in the same country; or

(*c*) a ship of more than one thousand gross register tons exclusively employed in sea fishing or seal catching; or

(*d*) enige walvisvaarder behalwe 'n walvisvaarder met landbasis;

„gesagvoerder" ten opsigte van 'n skip, iemand (behalwe 'n loods) wat toesig het of gesag voer oor bedoelde skip;

*„bevoegde beampte" die beampte wat deur die Minister aangewys is as die bevoegde beampte by die plek en ten opsigte van die saak waarna verwys word in die bepaling in hierdie Wet waarin die uitdrukking voorkom;

„robbevaarder" 'n skip van hoogstens eenduisend bruto-registerton wat uitsluitend vir robbevangs gebruik word;

„walvisvaarder met landbasis" 'n walvisvaarder wat sy gehele vangs vir verwerking in 'n fabriek wat aan wal in die Unie opgerig is, aflewer;

„walvisvaarder" 'n skip wat uitsluitend vir walvisvangs gebruik word, of waarop enige verwerking van die liggame of enige deel van die liggame van die walvisse wat deur ander walvisvaarders gevang word, plaasvind.

* Die voorneme bestaan om die Minister se magtiging te verkry om die volgende beamptes as „bevoegde beamptes" in die Unie aan te wys:—

Te Kaapstad en Durban: Die Hoofbeampte van die Marine-opnemingskantoor.
Te Port Elizabeth en Oos-Londen: Die Koopvaardymeester.
Te Mosselbaai, Port Elizabeth, Luderitz en Walvisbaai: Die Ontvanger van Doeane.]

LEERKONTRAK. (Artikel *drie-en-negentig.*)

3. 'n Leerkontrak wat tussen 'n aspirant-leerling-offisier en die eienaar van 'n Suid-Afrikaanse skip aangegaan word, moet in die vorm M. 12 wees wat in Bylae A uiteengesit word.

OORMAKING VAN LEERKONTRAK. (Artikel *Nege-en-negentig.*)

4. Elke oormaking van 'n leerkontrak wat aangegaan is tussen 'n leerling-offisier en die eienaar van 'n Suid-Afrikaanse skip moet in die vorm M. 13 wees wat in Bylae B uiteengesit word.

SERTIFIKAAT VAN VERSTRYKING VAN LEERKONTRAK. (Artikel *honderd.*)

5. Elke sertifikaat van verstryking van 'n leerkontrak wat aangegaan is tussen 'n leerling-offisier en die eienaar van 'n Suid-Afrikaanse skip moet in die vorm M. 14 wees wat in Bylae C uiteengesit word.

OOREENKOMS MET DIE BEMANNING. (Artikel *honderd-en-twee.*)

6. (*a*) Elke ooreenkoms met die bemanning vir gebruik in die geval van 'n skip op vreemde vaart moet in die vorm M. 15 wees wat in Bylae D uiteengesit word.

(*b*) Elke ooreenkoms met die bemanning vir gebruik in die geval van 'n kusvaarder of vissersboot, robbe- of walvisvaarder met landbasis moet in die vorm M.16 wees wat in Bylae E uiteengesit word.

OPGAAF VAN OORPLASINGS, ENS., VAN SEELUI VAN EEN SKIP NA 'N ANDER SKIP WAT AAN DIESELFDE EIENAAR BEHOORT. (Artikel *honderd-en-vier.*)

7. In elke geval waar twee of meer skepe wat aan dieselfde eienaar behoort in diens is ooreenkomstig dieselfde ooreenkoms met die bemanning ingevolge die bepalings van artikel *honderd-en-ses* (*a*) van die Handelskeepvaartwet, 1951, moet 'n opgaaf van elke oorplasing, ens., van seelui van een skip na 'n ander skip aan die bevoegde beampte verstrek word in die vorm M. 17 wat in Bylae F uiteengesit word.

VERKLARING VAN ELKE VERANDERING WAT GEMAAK IS IN DIE BEMANNING VAN 'N SKIP. (Artikel *honderd-en-vier.*)

8. In elke geval, uitgesonderd dié waarvoor in regulasie 7 voorsiening gemaak word, waar 'n verandering gemaak word in die bemanning van 'n Suid-Afrikaanse skip, moet verslag van sodanige verandering aan die bevoegde beampte gedoen word in die vorm M. 18 wat in Bylae G uiteengesit word.

(*d*) a whaling boat other than a shore-based whaling boat;

"master" means, in relation to a ship, any person (other than a pilot) having charge or command of such ship;

*"proper officer" means the officer designated by the Minister to be the proper officer at the place and in respect of the matter to which reference is made in the provision of this Act in which the expression occurs;

"sealing boat" means any ship of not more than one thousand gross register tons exclusively employed in seal-catching;

"shore-based whaling boat" means a whaling boat which delivers the whole of its catch to be processed in a factory established ashore in the Union;

"whaling boat" means any ship engaged exclusively in whale-catching, or on which any processing takes place of the bodies or any portion of the bodies of the whales caught by other whaling boats.

* It is proposed to seek the Minister's authority to designate the following officers as "proper officers" in the Union:—

At Cape Town and Durban: The Principal Officer of the Marine Survey Office.
At Port Elizabeth and East London: The Shipping Master.
At Mossel Bay, Port Nolloth, Luderitz and Walvis Bay: The Collector of Customs.]

INDENTURES OF APPRENTICESHIP. (Section *ninety-three.*)

3. Indentures of apprenticeship entered into between an intended apprentice-officer and the owner of a South African ship shall be in form M. 12 set forth in Annexure A.

ASSIGNMENT OF INDENTURES OF APPRENTICESHIP. (Section *ninety-nine.*)

4. Every assignment of indentures of apprenticeship entered into between an apprentice-officer and the owner of a South African ship shall be in form M. 13 set forth in Annexure B.

CERTIFICATE OF EXPIRATION OF INDENTURES OF APPRENTICESHIP. (Section *one hundred.*)

5. Every certificate of expiration of indentures of apprenticeship entered into between an apprentice-officer and the owner of a South African ship shall be in form M. 14 set forth in Annexure C.

AGREEMENT WITH THE CREW. (Section *one hundred and two.*)

6. (*a*) Every agreement with the crew for use with a foreign-going ship shall be in form M. 15 set forth in Annexure D.

(*b*) Every agreement with the crew for use with a coasting ship or a fishing, sealing or shore-based whaling boat shall be in form M. 16 set forth in Annexure E.

RETURN OF TRANSFERS, ETC., OF SEAMEN FROM ONE VESSEL TO ANOTHER VESSEL BELONGING TO THE SAME OWNER. (Section *one hundred and four.*)

7. In every case where two or more vessels belonging to the same owner are operating under the same agreement with the crew under the provisions of section *one hundred and six* (*a*) of the Merchant Shipping Act, 1951, a return of every transfer, etc., of seamen from one vessel to another shall be furnished to the proper officer in form M. 17 set forth in Annexure F.

STATEMENT OF EVERY CHANGE MADE IN THE CREW OF A SHIP. (Section *one hundred and four.*)

8. In every case, other than that provided for in regulation 7, where a change is made in the crew of a South African ship, such change shall be reported to the proper officer in form M. 18 set forth in Annexure G.

SERTIFIKAAT INSAKE DIE OOREENKOMS MET DIE BEMANNING VAN 'N SKIP OP VREEMDE VAART. [Artikel *honderd-en-vyf* (1).]

9. Elke sertifikaat insake die ooreenkoms met die bemanning van 'n skip op vreemde vaart moet in die vorm M. 19 wees wat in Bylae H uiteengesit word.

SERTIFIKAAT VAN LEWERING VAN 'N OOREENKOMS MET DIE BEMANNING. [Artikels *honderd-en-vyf* (3), *honderd-en-sewe* en *honderd agt-en-tagtig* (2).]

10. Elke sertifikaat van lewering van 'n ooreenkoms met die bemanning moet in die vorm M. 20 wees wat in Bylae I uiteengesit word.

REKORD VAN SEELUI EN LEERLING-OFFISIERE WAT MET DIE MAGTIGING VAN DIE BEVOEGDE BEAMPTE IN DIE UNIE ONTSLAAN OF AGTERGELAAT WORD. [Artikel *honderd-en-sewentien* (3).]

11. Die rekord wat deur 'n bevoegde beampte gehou moet word van alle seelui en leerling-offisiere wat met sy magtiging in die Unie ontslaan of agtergelaat word voor die verstryking van hul dienskontrak, moet in die vorm M. 21 wees wat in Bylae J uiteengesit word.

OPGAAF VAN GELDE VERSKULDIG AAN EN VAN EIENDOM WAT AGTERGELAAT WORD AAN BOORD VAN 'N SUID-AFRIKAANSE SKIP DEUR 'N SEEMAN OF LEERLING-OFFISIER WAT VOOR DIE VERSTRYKING VAN SY DIENSKONTRAK ONTSLAAN OF AGTERGELAAT WORD. (Artikel *honderd-en-negentien.*)

12. Elke opgaaf van gelde verskuldig aan en van eiendom wat agtergelaat word aan boord van 'n Suid-Afrikaanse skip deur 'n seeman of leerling-offisier wat ontslaan of agtergelaat word voor die verstryking van sy dienskontrak moet in die vorm M. 22 wees wat in Bylae K uiteengesit word.

LOONSTAAT. (Artikel *honderd een-en-twintig.*)

13. Elke loonstaat moet in die vorm M. 23 wees wat in Bylae L uiteengesit word.

KWYTSKELDING BY BEËINDIGING VAN DIENS, MET AANTEKENING VAN EISE EN VORDERINGS WAT UITGESLUIT WORD (INDIEN ENIGE). (Artikel *honderd vier-en-twintig.*)

14. Elke kwytskelding by beëindiging van diens met 'n aantekening van eise en vorderings wat uitgesluit word (indien enige), moet in vorm M. 24 wees wat in Bylae M uiteengesit word.

OPGAAF VAN BEDRAG VAN LONE WAT VOOR 'N BEVOEGDE BEAMPTE UITBETAAL IS. [Artikel *honderd vier-en-twintig* (4).]

15. Wanneer 'n opgaaf aangevra word van die bedrag van die lone wat voor 'n bevoegde beampte utibetaal is, moet dit in die vorm M. 25 wees wat in Bylae N uiteengesit word.

TOEWYSINGSORDER. (Artikel *honderd-en-dertig.*)

16. Elke toewysingsorder moet in die vorm M. 26 wees wat in Bylae O uiteengesit word.

VERSLAG VAN DOOD VAN 'N SEEMAN OF LEERLING-OFFISIER TERWYL HY IN DIE DIENS VAN 'N SUID-AFRIKAANSE SKIP WAS, EN REKENSKAP VAN SY EIENDOM. (Artikels *honderd sewe-en-veertig* en *honderd agt-en-veertig.*)

17. Elke verslag van die dood van 'n seeman of leerling-offisier terwyl hy in die diens van 'n Suid-Afrikaanse skip was en rekenskap van sy eiendom moet in die vorm M. 27 wees wat in Bylae P uiteengesit word.

(*a*) KENNISGEWING VAN DIE VERSUIM VAN 'N SEEMAN OF LEERLING-OFFISIER OM AAN BOORD TE WEES WANNEER DIE SKIP UITVAAR. (Artikel *honderd sewe-en-sewentig.*)

(*b*) GEWAARMERKTE AFSKRIF VAN INSKRYWING IN AMPTELIKE SKEEPSJOERNAAL IN DIE GEVAL VAN DROSTING VANAF 'N SUID-AFRIKAANSE SKIP. (Artikel *honderd-en-vyftien.*)

18. (*a*) Wanneer 'n seeman of leerling-offisier versuim om aan boord te wees wanneer sy skip uitvaar, moet die bevoegde beampte skriftelik in kennis gestel word in die vorm M. 28 wat in Bylae Q uiteengesit word.

CERTIFICATE AS TO THE AGREEMENT WITH THE CREW OF A FOREIGN-GOING SHIP. [Section *one hundred and five* (1).]

9. Every certificate as to the agreement with the crew of a foreign-going ship shall be in form M. 19 set forth in Annexure H.

CERTIFICATE OF DELIVERY OF AN AGREEMENT WITH THE CREW. [Sections *one hundred and five* (3), *one hundred and seven* and *one hundred and eighty-eight* (2).]

10. Every certificate of delivery of an agreement with the crew shall be in form M. 20 set forth in Annexure I.

RECORD OF SEAMEN AND APPRENTICE-OFFICERS DISCHARGED OR LEFT BEHIND IN THE UNION WITH THE AUTHORITY OF THE PROPER OFFICER. [Section *one hundred and seventeen* (3).]

11. The record to be kept by a proper officer of all seamen and apprentice-officers discharged or left behind in the Union with his authority before the expiration of their contract of service, shall be in form M. 21 set forth in Annexure J.

STATEMENT OF MONEY DUE TO AND OF PROPERTY LEFT ON BOARD A SOUTH AFRICAN SHIP BY A SEAMAN OR APPRENTICE-OFFICER DISCHARGED OR LEFT BEHIND BEFORE EXPIRATION OF HIS CONTRACT OF SERVICE. (Section *one hundred and nineteen.*)

12. Every statement of money due to and of property left on board a South African ship by a seaman or apprentice-officer discharged or left behind before expiration of his contract of service, shall be in form M. 22 set forth in Annexure K.

ACCOUNT OF WAGES. (Section *one hundred and twenty-one.*

13. Every account of wages shall be in form M. 23 set forth in Annexure L.

RELEASE ON TERMINATION OF SERVICE WITH NOTE OF EXCEPTED CLAIMS AND DEMANDS (IF ANY). (Section *one hundred and twenty-four.*)

14. Every release on termination of service with note of excepted claims and demands (if any), shall be in form M. 24 set forth in Annexure M.

STATEMENT OF AMOUNT OF WAGES PAID OUT BEFORE A PROPER OFFICER. [Section *one hundred and twenty-four* (4).]

15. Whenever a statment of the amount of wages paid out before a proper officer is requested, it shall be in form M. 25 set forth in Annexure N.

ALLOTMENT NOTE. (Section *one hundred and thirty.*)

16. Eevery allotment note shall be in form M. 26 set forth in Annexure O.

REPORT OF DEATH OF A SEAMAN OR APPRENTICE-OFFICER WHILST IN THE SERVICE OF A SOUTH AFRICAN SHIP, AND ACCOUNT OF PROPERTY. (Sections *one hundred and forty-seven* and *one hundred and forty-eight.*)

17. Every report of death of a seaman or apprentice-officer whilst in the service of a South African ship and account of property, shall be in form M. 27 set forth in Annexure P.

(*a*) NOTIFICATION OF THE FAILURE OF A SEAMAN OR APPRENTICE-OFFICER TO BE ON BOARD AT THE TIME OF SAILING. (Section *one hundred and seventy-seven.*)

(*b*) CERTIFIED COPY OF ENTRY IN OFFICIAL LOG-BOOK IN THE CASE OF DESERTION FROM A SOUTH AFRICAN SHIP. (Section *one hundred and fifteen.*)

18. (*a*) Whenever a seaman or apprentice-officer fails to be on board at the time of sailing of his ship, the proper officer shall be notified, in writing, in form M. 28 set forth in Annexure Q.

(*b*) Vorm M. 28 kan ook gebruik word vir die doel om 'n gewaarmerkte afskrif te verkry van die inskrywing in die amptelike skeepsjoernaal in die geval van drosting vanaf 'n Suid-Afrikaanse skip.

AMPTELIKE SKEEPSJOERNALE. (Artikel *honderd twee-en-tagtig.*)

19. (*a*) Elke amptelike skeepsjoernaal vir 'n skip op vreemde vaart of 'n kusvaarder moet in die vorm M. 29 wees wat in Bylae R uiteengesit word.

(*b*) Elke amptelike skeepsjoernaal vir 'n vissersboot, of robbe- of walvisvaarder met landbasis moet in die vorm M. 30 wees wat in Bylae S uiteengesit word.

LYS VAN DIE BEMANNING. [Artikel *honderd agt-en-tagtig* (1).]

20. (*a*) Die lys van die bemanning vir 'n skip op vreemde vaart moet in die vorm M. 15 wees wat in Bylae D uiteengesit word.

(*b*) Die lys van die bemanning vir 'n kusvaarder of 'n vissersboot, of robbe- of walvisvaarder met landbasis moet in die vorm M. 16 wees wat in Bylae E uiteengesit word.

(LET WEL.—Vir praktiese doeleindes is die lys van die bemanning en die ooreenkoms met die bemanning gekombineer onder die opskrif „Ooreenkoms met die Bemanning en Lys van die Bemanning Gekombineer".)

SERTIFIKAAT VAN LEWERING VAN 'N LYS VAN DIE BEMANNING. [Artikel *honderd agt-en-tagtig* (2).]

21. Die sertifikaat van lewering van 'n lys van die bemanning moet in die vorm M. 20 wees wat in Bylae I uiteengesit word.

(LET WEL.—Vir praktiese doeleindes is die sertifikaat van lewering van 'n lys van die bemanning en die sertifikaat van lewering van 'n ooreenkoms met die bemanning gekombineer onder die opskrif „Sertifikaat van Lewering van 'n Ooreenkoms met die Bemanning en Lys van die Bemanning Gekombineer".)

OPGAAF VAN GEBOORTES EN STERFGEVALLE AAN BOORD VAN DIE SKIP. (Artikel *honderd nege-en-tagtig.*)

22. (*a*) Elke opgaaf van geboortes aan boord van 'n skip moet in die vorm M. 31 wees wat in Bylae T uiteengesit word.

(*b*) Elke opgaaf van sterfgevalle aan boord van 'n skip moet in die vorm M. 32 wees wat in Bylae U uiteengesit word.

(*b*) Form M. 28 may also be used for the purpose of obtaining a certified copy of the entry in the official log-book in the case of desertion from a South African ship.

OFFICIAL LOG-BOOK. (Section *one hundred and eighty-two.*)

19. (*a*) Every official log-book for a foreign-going ship or a coasting ship shall be in form M. 29 set forth in Annexure R.

(*b*) Every official log-book for a fishing, sealing or shore-based whaling boat shall be in form M. 30 set forth in Annexure S.

LIST OF THE CREW. [Section *one hundred and eighty-eight* (1).]

20. (*a*) The list of the crew for a foreign-going ship shall be in form M. 15 set forth in Annexure D.

(*b*) The list of the crew for a coasting ship or a fishing, sealing or shore-based whaling boat shall be in form M. 16 set forth in Annexure E.

(NOTE.—For practical purposes the list of the crew has been combined with the agreement with the crew under the heading "Agreement with the Crew and List of the Crew Combined".)

CERTIFICATE OF DELIVERY OF A LIST OF THE CREW. [Section *one hundred and eighty-eight* (2).]

21. The certificate of delivery of a list of the crew shall be in form M. 20 set forth in Annexure I.

(NOTE.—For practical purposes the certificate of delivery of a list of the crew has been combined with the certificate of delivery of an agreement with the crew under the heading "Certificate of Delivery of an Agreement with the Crew and List of the Crew Combined".)

RETURN OF BIRTHS AND DEATHS ON BOARD SHIP. (Section *one hundred and eighty-nine.*)

22. (*a*) Every return of births on board ship shall be in form M. 31 set forth in Annexure T.

(*b*) Every return of deaths on board ship shall be in form M. 32 set forth in Annexure U.

M. 12.
BYLAE A.

UNIE VAN SUID-AFRIKA.

DEPARTEMENT VAN DOEANE EN AKSYNS (MARINE-AFDELING).
[HANDELSKEEPVAARTWET, 1951 (WET No. 57 VAN 1951).]

LEERKONTRAK.

(Vir gebruik wanneer leerling-offisiere kragtens artikel *drie-en-negentig* van die Wet hulle met 'n leerkontrak verbind.)

Opgestel en aangegaan tussen.....
gebore te..... op....., 'n burger van.....
en tans woonagtig te.....
.....(volledige adres)
(hierna genoem die leerling-offisier) van die Eerste Deel, en.....
van (adres).....
(die eienaar van 'n Suid-Afrikaanse skip, en hierna genoem die diensheer) van die Tweede Deel, en.....
van (adres).....
van die Derde Deel (die borg, indien daar een is).

Hiermee word getuig:—

1. Dat die leerling-offisier in die voorgeskrewe gesigstoetse vir kleur en vorm geslaag het en as liggaamlik geskik vir die seedienst gesertifiseer is, dat hy die inhoud en bepalings van hierdie kontrak verstaan en uit eie wil en met die toestemming van sy voog deur hierdie handelinge—
   (*a*) homself verbind as 'n leerling-offisier aan die genoemde diensheer vir die leerlingtydperk, naamlik.....jaar .....maande.....dae, met aanvang van die.....dag van.....19.....;
   (*b*) instem om die diensheer eerlik en ywerig te dien en om alle wettige en billike bevele en vereistes van die diensheer of van diegene wat as gesag oor hom gestel word, te gehoorsaam;
   (*c*) onderneem om nie sonder die magtiging van die diensheer enige inligting betreffende die sake van die diensheer aan enige persoon openbaar te maak of mee te deel nie;
   (*d*) onderneem om die belange van die diensheer te beskerm;
   (*e*) onderneem om nie sonder die toestemming van die diensheer van sy diens afwesig te wees nie.
2. Dat die diensheer met hierdie handelinge onderneem—
   (*a*) om genoemde leerling-offisier vir gemelde tydperk in diens te neem en om hom doeltreffend in navigasie en seemanskap en die pligte van 'n offisier op te lei of te laat oplei;
   (*b*) om hom aan boord van die skip en, wanneer nodig, op land, van proviand en woonkwartiere te voorsien;
   (*c*) om mediese sorg aan hom te verskaf;
   (*d*) om, wanneer moontlik, aan hom dieselfde geriewe te verskaf as wat van toepassing is op leerling-offisiere in diens op ander skepe wat aan die diensheer behoort en/of in sy diens is;
   (*e*) om aan genoemde leerling-offisier lone teen die volgende skaal te betaal, naamlik—
      Vir die.....jaar van die leerkontrak teen die skaal van.....per.....
      Vir die.....jaar van die leerkontrak teen die skaal van.....per.....
      Vir die.....jaar van die leerkontrak teen die skaal van.....per.....
      Vir die.....jaar van die leerkontrak teen die skaal van.....per.....
3. Dat al die partye tot hierdie leerkontrak verder ooreenkom dat—
   (1) (*a*) indien die leerling-offisier hom voortdurend op so 'n wyse gedra of andersins aan die diensheer bewys dat dit onwaarskynlik is dat hy 'n geskikte skeepsoffisier sal word;
   (*b*) indien die leerling-offisier aan enige siekte of besering ly wat hom vir 'n tydperk van meer as ses maande voortdurend onbekwaam maak vir die uitvoering van sy pligte ooreenkomstig hierdie leerkontrak, of wat hom onbekwaam maak om ter see diens te doen of om 'n geskikte skeepsoffisier te word;
   (LET WEL.—Indien hy op diens beseer word, is die voorwaardes en bepalings van enige wet betreffende die skadeloosstelling van werksliede van toepassing.)
   (*c*) indien die leerling-offisier tesame met sy voog, indien daar een is, redes, wat vir die diensheer aanneemlik is, aanvoer vir die beëindiging van hierdie leerkontrak voor die verstryking daarvan;
   die genoemde diensheer hierdie leerkontrak onverwyld kan kanselleer;
   (2) die diensheer die reg het om hierdie leerkontrak te kanselleer voor die verstryking daarvan indien veranderings in die beleid van die werking van skepe onder sy beheer, of ander grondige redes, dit vir hom onmoontlik maak om voort te gaan met die indiensneming van genoemde leerling-offisier. In so 'n geval moet die diensheer op eie koste die leerling-offisier terugstuur na die plek waar hy in sy diens getree het, of na die een of ander plek waartoe daar onderling ooreengekom word, en daarna is die diensheer se aanspreeklikheid ingevolge hierdie leerkontrak beëindig;
   (3) die diensheer van die maandelikse bedrae waarvan in klousule 2 (*f*) melding gemaak word, die bedrag van £.....:.....:.....per maand kan terughou ten opsigte van elke maand van die gemelde tydperk van.....jaar as sekuriteit vir die behoorlike uitvoering deur die leerling-offisier van die onderneming gegee en deur hom aangegaan ooreenkomstig hierdie leerkontrak, op voorwaarde dat—
      (*a*) indien die leerling-offisier die tydperk van die leerkontrak hierin bepaal behoorlik voltooi, die geakkumuleerde bedrag wat aldus teruggehou is ten volle aan hom terugbetaal sal word by voltooiing van die tydperk van sy leerkontrak;
      (*b*) indien die leerling-offisier sonder die toestemming van die diensheer in gebreke bly om die tydperk van hierdie leerkontrak te voltooi, die diensheer die geakkumuleerde bedrag wat vir sy voordeel teruggehou was, kan behou;
      (*c*) indien die leerling-offisier om enige van die redes wat in subparagraaf (1) van hierdie paragraaf uiteengesit is in gebreke bly om die tydperk van hierdie leerkontrak te voltooi, die terugbetaling van die hele of 'n gedeelte van die geakkumuleerde bedrag wat teruggehou was 'n saak is vir bespreking en beslissing tussen die diensheer, die bevoegde beampte en die voog, indien daar een is;
   (4) indien die leerling-offisier die tydperk van hierdie leerkontrak bevredigend voltooi en daarna verlang om in die diens van die diensheer te bly, die diensheer moet poog om hom in 'n geskikte hoedanigheid op skepe wat onder sy beheer val in diens te behou.

Opgestel en aangegaan op hede die.....dag van.....19....., te.....

(1) .....
Diensheer.

Getuie tot handtekening.....
(Handtekening)
Volle naam.....
Adres.....
.....
Beroep.....

(2) .....
Leerling-offisier.

Getuie tot handtekening.....
(Handtekening)
Volle naam.....
Adres.....
.....
Beroep.....

(3) .....
Borg (indien daar is)

Getuie tot handtekening.....
(Handtekening)
Volle naam.....
Adres.....
.....
Beroep.....

M. 12.

ANNEXURE A.

UNION OF SOUTH AFRICA.

DEPARTMENT OF CUSTOMS AND EXCISE (MARINE SECTION).

[MERCHANT SHIPPING ACT, 1951 (ACT NO. 57 OF 1951).]

INDENTURES OF APPRENTICESHIP.

(For use when apprentice-officers are to be indentured in terms of section *ninety-three* of the Act.)

Made and entered into between.....
born at.....on.....and being a
citizen of.....and at present residing at.....
.....(full address)
(hereinafter called the apprentice-officer) of the First Part, and.....
of address.....
(being the owner of a South African ship, and hereinafter called the master) of the Second Part, and.....
of address.....
of the Third Part (being the surety, if there is one).

Witnesseth:—

1. That the apprentice-officer, having passed the colour and form vision tests prescribed and having been certified as physically fit for the sea service, understands the contents and provisions of these indentures and of his own free will and with the consent of his guardian by these presents—
   (*a*) binds himself as an apprentice-officer to the said master for the period of apprenticeship, viz.....years.....months .....days commencing on the.....day of.....19.....;
   (*b*) agrees to serve honestly and diligently the master and to obey all lawful and reasonable commands and requirements of the master or of those duly placed in authority over him;
   (*c*) undertakes not to disclose or communicate to any person without the authority of the master any information relating to the business of the master;
   (*d*) undertakes to protect the interests of the master; and
   (*e*) undertakes not to absent himself from the service of the master without his permission.

2. That the master by these presents undertakes—
   (*a*) to receive the said apprentice-officer for the period stated and to teach efficiently or cause to be taught efficiently the said apprentice-officer in navigation and seamanship and the duties of an officer;
   (*b*) to provide him with victuals and quarters on board ship, and ashore when necessary;
   (*c*) to provide him with medical attention;
   (*d*) to extend to him whenever possible the same amenities as apply to apprentice-officers employed on other ships owned and/or operated by the master;
   (*e*) to pay to the said apprentice-officer wages at the following rates, viz.—
   For the.....year of apprenticeship at the rate of.....per.....
   For the.....year of apprenticeship at the rate of.....per.....
   For the.....year of apprenticeship at the rate of.....per.....
   For the.....year of apprenticeship at the rate of.....per.....

3. That it is further agreed between all the parties to these indentures that—
   (1) (*a*) if the apprentice-officer continually conducts himself in such a manner or otherwise proves to the master that he is not likely to become a suitable ship's officer;
   (*b*) if the apprentice-officer suffers from any sickness or injury which continuously disables him from performing his duties under these indentures for a period exceeding six months, or which disables him from remaining at sea or from becoming a suitable ship's officer;
   (NOTE.—If he is injured on duty, the terms and conditions of any law relating to Workmen's Compensation will apply.)
   (*c*) if the apprentice-officer adduces in conjunction with his guardian, if any, reasons which are acceptable to the master for the termination of these indentures before their expiry;
   the said master may cancel these indentures forthwith.
   (2) the master has the right to cancel these indentures before their expiry if changes in the policy of operating vessels under his control, or if other good reasons render impossible the continued employment of the said apprentice-officer.
   In such event the master shall at his expense return the apprentice-officer to the place where he entered his service, or to some other mutually agreed upon place, and thereafter the master's liability under these indentures shall cease.
   (3) the master may withhold from the monthly sums referred to in Clause 2 (*f*) the amount of £.....:.....:..... per month in respect of every month of the said period of.....years as security for the due performance by the apprentice-officer of the undertaking given and entered into by him in these indentures, on condition that—
   (*a*) if the apprentice-officer should duly complete the period of apprenticeship laid down herein, the accumulated amount thus withheld will be paid over to him in full on completion of his period of apprenticeship;
   (*b*) if without the consent of the master, the apprentice-officer fails to complete the period of these indentures, the master may retain the accumulated sum withheld for his benefit;
   (*c*) if for any reason set out in sub-paragraph (1) of this paragraph the apprentice-officer fails to complete the period of these indentures, the refund of all or part of the accumulated sum withheld shall be a matter for discussion by and decision between the master, the proper officer and the guardian, if any.
   (4) if the apprentice-officer completes the period of these indentures satisfactorily, and thereafter desires to continue service with him, the master will endeavour to provide for his continued employment in a suitable capacity on vessels falling under his control.

Made and entered into this.....day of.....19....., at.....

(1) .....
Master.

Witness to signature.....
(Signature.)
Full name.....
Address.....
.....
Occupation.....

(2) .....
Apprentice-officer.

Witness to signature.....
(Signature.)
Full name.....
Address.....
.....
Occupation.....

(3) .....
Surety (if any).

Witness to signature.....
(Signature.)
Full name.....
Address.....
.....
Occupation.....

(4) Voltooi in my teenwoordigheid, as getuie waarvan ek my handtekening hierby aanheg. * Die voog se toestemming dat die leerling-offisier hom mag verbind, is verkry.

Bevoegde beampte.

AMPTELIKE SEËL.

* Skrap indien dit nie van toepassing is nie.

Leerkontrak opgeteken.

Direkteur van Handelskeepvaart.

OPMERKINGS:—

(1) Klousules wat nie teenstrydig is met die bepalings van die Wet nie kan by paragrawe 1, 2 en 3 van hierdie leerkontrak gevoeg word, mits die verlof van die Direkteur vooraf daartoe verkry is.
(2) Dienshere kan van hul eie vorms gebruik maak mits die inhoud en formaat in ooreenstemming is met die voorgeskrewe leerkontrak [vergelyk egter Opmerking (1)] en mits die verlof van die Direkteur daartoe verkry word.
(3) Hierdie leerkontrak moet in triplikaat verly word en al drie die afskrifte moet vir optekening aan die Direkteur van Handelskeepvaart, Pretoria, gestuur word. Een afskrif, behoorlik geëndosseer, sal aan die diensheer teruggestuur word en een aan die leerling-offisier of, indien hy nie mondig is nie, aan sy voog.
(4) In gevalle waar 'n aspirant-leerling-offisier onder die ouderdom van 21 jaar is, mag hy nie 'n leerkontrak sonder die toestemming van sy voog sluit nie. Die toestemming kan gegee word by wyse van 'n endossement op die leerkontrak of deur skriftelike toestemming deur 'n kommissaris van ede geëndosseer.
(5) 'n Borg is nie noodsaaklik nie, maar as daar een is, moet sy naam saam met ander tersaaklike besonderhede in die kontrak gevoeg word. As daar nie 'n borg is nie, moet die deel/dele wat op hom betrekking het, geskrap word.
(6) 'n Persoon onder die ouderdom van 16 jaar kan nie met 'n leerkontrak verbind word nie.
(7) Die diensheer moet die Direkteur van Handelskeepvaart of die bevoegde beampte in kennis stel van die kansellering van die leerkontrak of die dood of drosting van die leerling-offisier, binne drie dae na die gebeurtenis, indien dit in die Unie van Suid-Afrika voorkom, of, indien dit elders gebeur, so spoedig moontlik.
(8) Die aandag word gevestig op die bepalings van artikel *agt-en-negentig* van die Handelskeepvaartwet, No. 57 van 1951 in gevalle van dood, insolvensie, ens., van die eienaar van 'n Suid-Afrikaanse skip wat 'n leerling-offisier in diens het.
(9) 'n Verlenging van die tydperk van die leerkontrak moet voor 'n bevoegde beampte voltooi word en moet ooreenkomstig die vereistes van Opmerking (3) hierbo, afgehandel word.

M. 13.
BYLAE B.

UNIE VAN SUID-AFRIKA.

DEPARTEMENT VAN DOEANE EN AKSYNS (MARINE-AFDELING).

[HANDELSKEEPVAARTWET, 1951 (WET NO. 57 VAN 1951).]

OORMAKING VAN LEERKONTRAK (ARTIKEL *NEGE-EN-NEGENTIG* VAN DIE WET).

OORMAKING VAN LEERKONTRAK AANGEGAAN OP_____
TE_____ TUSSEN LEERLING-OFFISIER_____
EN DIENSHEER_____

Met die toestemming van al die partye tot bostaande leerkontrak, word die dienste van die leerling-offisier en die verantwoordelikhede van die diensheer hierby oorgedra aan_____ met effek vanaf die_____ dag van_____ 19____.

As getuies waarvan die partye wat hierdie kontrak aangaan hul handtekening op hede die_____ dag van 19____, te_____ hieraan geheg het.

(1) _____ Diensheer. Getuie tot handtekening_____ (Handtekening.)
Volle naam_____
Adres_____
Beroep_____

(2) _____ Nuwe Diensheer. Getuie tot handtekening_____ (Handtekening.)
Volle naam_____
Adres_____
Beroep_____

(3) _____ Leerling-offisier. Getuie tot handtekening_____ (Handtekening.)
Volle naam_____
Adres_____
Beroep_____

(4) _____ Borg (indien daar is). Getuie tot handtekening_____ (Handtekening.)
Volle naam_____
Adres_____
Beroep_____

(5) Voltooi in my teenwoordigheid en as getuie waarvan ek my handtekening hierby aanheg. * Die voog se toestemming tot die oormaking van hierdie leerkontrak is verkry.

Bevoegde Beampte.

AMPTELIKE SEËL.

* Skrap indien dit nie van toepassing is nie.

Oormaking opgeteken.

Direkteur van Handelskeepvaart.

OPMERKINGS:—

(1) Hierdie oormaking moet in triplikaat verly word en al drie die afskrifte moet aan die Direkteur van Handelskeepvaart, Pretoria, vir optekening gestuur word. Een afskrif, behoorlik geëndosseer, sal aan die nuwe diensheer teruggestuur word en een aan die leerling-offisier of, as hy nie mondig is nie, aan sy voog.
(2) 'n Borg is nie noodsaaklik nie, maar indien daar een is, moet die gedeelte wat op hom betrekking het, voltooi word; anders moet dit geskrap word.
(3) Indien die leerling-offisier onder die ouderdom van 21 jaar is, moet sy voog se toestemming tot hierdie oormaking verkry word. Die toestemming kan gegee word by wyse van 'n endossement op die oormaking of deur skriftelike toestemming wat deur 'n Kommissaris van Ede geëndosseer is.

(4) Completed in my presence and in witness whereof I append my signature. * The guardian's consent to the apprentice-officer being indentured has been obtained.

_____
Proper Officer.

OFFICIAL STAMP.

* Delete if not applicable.

Indentures recorded.

_____
Director of Merchant Shipping.

NOTES:—

(1) Clauses which are not inconsistent with the provisions of the Act may be added to paragraphs 1, 2 and 3 of these indentures subject to the prior approval of the Director.
(2) Masters may use their own forms, provided the substance and format are in accordance with the prescribed indentures [but see Note (1)], and provided the approval of the Director is obtained.
(3) These indentures must be executed in triplicate and all three copies forwarded to the Director of Merchant Shipping, Pretoria, for recording. One copy duly endorsed will be returned to the master and one to the apprentice-officer or if he is a minor, to his guardian.
(4) Where an intended apprentice-officer is under 21 years of age, he must not be indentured without the consent of his guardian. The consent may be given either by means of an endorsement on the indentures or by written consent endorsed by a Commissioner of Oaths.
(5) A surety is not essential, but if there is one, his name should be inserted with other relevant details. If there is not one, the part(s) relating to him should be struck out.
(6) A person under the age of 16 years cannot be indentured.
(7) The master must notify the cancellation of the indentures or the death or desertion of the apprentice-officer, to the Director of Merchant Shipping or to the proper officer within three days of the occurrence if it occurs in the Union of South Africa, or as soon as possible if it occurs elsewhere.
(8) Attention is invited to the provisions of section *ninety-eight* of the Merchant Shipping Act, No. 57 of 1951, in cases of death, insolvency, etc., of the owner of a South African ship carrying an apprentice-officer.
(9) An extension of the period of the indentures must be completed before a proper officer and dealt with in accordance with the requirements of Note (3), above.

M. 13.

ANNEXURE B.

UNION OF SOUTH AFRICA.

DEPARTMENT OF CUSTOMS AND EXCISE (MARINE SECTION).
[MERCHANT SHIPPING ACT, 1951 (ACT No. 57 OF 1951).]

ASSIGNMENT OF INDENTURES OF APPRENTICESHIP (SECTION *NINETY-NINE* OF THE ACT).

ASSIGNMENT OF INDENTURES OF APPRENTICESHIP ENTERED INTO ON_____
AT_____BETWEEN APPRENTICE-OFFICER_____
AND MASTER_____

With the consent of all the parties to the above-mentioned indentures, the services of the apprentice-officer and the responsibilities of the master are hereby transferred to_____
with effect from the_____day of_____19____.

In witness whereof the contracting parties hereto have hereunder set their hands this_____day of_____
19____, at_____

(1) _____ Witness to signature_____
Master. (Signature.)
Full name_____
Address_____
_____
Occupation_____

(2) _____ Witness to signature_____
New Master. (Signature.)
Full name_____
Address_____
_____
Occupation_____

(3) _____ Witness to signature_____
Apprentice-officer. (Signature.)
Full name_____
Address_____
_____
Occupation_____

(4) _____ Witness to signature_____
Surety (if any). (Signature.)
Full name_____
Address_____
_____
Occupation_____

(5) Completed in my presence and in witness whereof I append my signature. * The guardian's consent to the assignment of these indentures has been obtained.

_____
Proper Officer.

OFFICIAL STAMP.

* Delete if not applicable.

Assignment recorded.

_____
Director of Merchant Shipping.

NOTES:—

(1) This assignment must be executed in triplicate and all three copies forwarded to the Director of Merchant Shipping, Pretoria, for recording. One copy, duly endorsed, will be returned to the new master and one to the apprentice-officer or if he is a minor, to his guardian.
(2) A surety is not essential, but if there is one the part relating to him should be completed, otherwise it should be struck out.
(3) If the apprentice-officer is under 21 years of age his guardian's consent must be obtained to this assignment. The consent may be given either by means of an endorsement on the assignment or by written consent endorsed by a Commissioner of Oaths.

M. 14.
BYLAE C.

UNIE VAN SUID-AFRIKA.

DEPARTEMENT VAN DOEANE EN AKSYNS (MARINE-AFDELING).
[HANDELSKEEPVAARTWET, 1951 (WET No. 57 VAN 1951).]

SERTIFIKAAT VAN VERSTRYKING VAN LEERKONTRAK (ARTIKEL *HONDERD* VAN DIE WET).

Hiermee word gesertifiseer dat_____
sy leerkontrak aangegaan te_____op die_____dag van_____19____, voltooi het.

Gedurende die tydperk van sy leerkontrak het voormelde leerling-offisier sy dienste pliggetrou en tot ons/my algehele bevrediging uitgevoer en die gesagvoerders van die skepe onder wie hy diens verrig het, het verslag gedoen dat hy streng sober van gedrag is. Vir minstens vier-vyfdes van die tydperk van die leerkontrak is diens werklik ter see verrig.

Die tydperke waarin diens ter see verrig is, is soos volg:—

Vanaf.	*Tot.*	*Skip.*

Gegee onder ons/my handtekening op hede die_____dag van_____19____, te_____

Handtekening van Diensheer
van Leerling-offisier.

OPMERKING.—'n Duplikaat van hierdie sertifikaat moet gestuur word aan die Direkteur van Handelskeepvaart, Pretoria, by verstryking van die tydperk van die leerkontrak of by verstryking van die verlengde tydperk daarvan.

M. 15.
BYLAE D.

UNIE VAN SUID-AFRIKA.

(_____manne).
DEPARTEMENT VAN DOEANE EN AKSYNS (MARINE-AFDELING). (Volbring in____bladsye).
[HANDELSKEEPVAARTWET, 1951 (WET No. 57 VAN 1951.)]

OOREENKOMS MET DIE BEMANNING EN LYS VAN DIE BEMANNING GEKOMBINEER.
[Vir gebruik by 'n skip op vreemde vaart (artikel *eenhonderd-en-twee* van die Wet.)]

LET WEL:—

„'n skip op vreemde vaart" beteken—
(*a*) 'n skip wat tussen 'n hawe in een land en 'n hawe in 'n ander land vaar; of
(*b*) 'n skip van meer as 1,000 bruto-registerton wat tussen hawens in dieselfde land vaar; of
(*c*) 'n skip van meer as 1,000 bruto-registerton wat uitsluitend vir visvangs ter see of robbevangs gebruik word; of
(*d*) enige walvisvaarder behalwe 'n walvisvaarder met landbasis.

Naam van skip.(1)	Amptelike No.	Registrasiehawe.	Hawe No. en datum van register.	Registertonnemaat.		Perdekrag van masjiene (indien enige), G.P.K., R.P.K. of As. P.K.(2)
				Bruto.	Netto.	

Geregistreerde eienaar.		Aantal seelui en leerling-offisiere vir wie akkommodasie gesertifiseer is.	Huurder.(3)	
Naam.	Volledige adres.		Naam.	Adres.

Die verskeie persone wie se name hierin geteken is en wie se beskrywings hierin bevat is (hierna genoem die bemanning), onderneem hiermee om op genoemde skip in die verskeie hoedanighede soos teenoor hul onderskeie name aangetoon, op die volgende reis of onderneming te dien.(4)

En die bemanning onderneem om hulle te gedra op 'n ordelike, getroue, eerlike en nugtere wyse, en om te alle tye ywerig te wees in hul onderskeie pligte, en om gehoorsaam te wees aan die wettige bevele van die genoemde gesagvoerder, of van enige persoon wat hom wettiglik opvolg, en van hul hoër offisiere, in alles betreffende genoemde skip, sy voorrade en vrag, hetsy aan boord, in bote of aan wal; en as vergoeding vir hierdie dienste wat behoorlik uitgevoer moet word, onderneem genoemde gesagvoerder hiermee om aan genoemde bemanning as loon(5) te betaal die bedrae wat onderskeidelk teenoor hul name aangegee is, en om hulle te voorsien van proviand volgens die skaal hierin gedruk; en ten opsigte van kadette in hierdie ooreenkoms ingeskryf, onderneem hy hiermee om hulle op te lei of te laat oplei in navigasie en seemanskap of in ingenieurswese (na gelang van die geval) en in die pligte van 'n skeepsoffisier.

En hiermee word onderneem dat enige ontvreemding of opsetlike of nalatige vernietiging van enige deel van die skeepsvrag of -voorrade aan die eienaar vergoed sal word uit die loon van die skuldige persoon.

Voorts word daar ooreengekom dat, indien enige seeman homself inskryf in 'n hoedanigheid waarvoor hy onbevoegd is, hy aan degradering onderworpe sal wees.

En daar word ook ooreengekom dat die bykomstige klousules op bladsye_____ en nommer(s)_____van die regulasies wat deur die Minister van Finansies goedgekeur is en wat hierin op bladsy____gedruk is, deur die partye hiertoe aanvaar word en as by hierdie ooreenkoms ingesluit geag sal word; en daar word ook ooreengekom dat, indien enige lid van die bemanning beskou dat hy veronreg is deur enige skending van die ooreenkoms of andersins, hy dit op 'n stemmige en ordelike wyse sal voorlê aan die gesagvoerder of offisier in bevel van die skip wat dan sodanige stappe sal doen as wat die saak vereis; en daar word ook bepaal dat voorskotte op rekening en toewysings van dele van lone gemaak sal word soos gespesifiseer teenoor die name van die onderskeie seelui in die kolomme wat vir daardie doel voorsien is.

M. 14.

ANNEXURE C.

UNION OF SOUTH AFRICA.

DEPARTMENT OF CUSTOMS AND EXCISE (MARINE SECTION).
[MERCHANT SHIPPING ACT, 1951 (ACT No. 57 OF 1951).]

CERTIFICATE OF EXPIRATION OF INDENTURES OF APPRENTICESHIP (SECTION *ONE HUNDRED* OF THE ACT).

This is to certify that ..... has completed his apprenticeship under indentures entered into on the ..... day of ..... 19..... at .....

During the period of apprenticeship the aforesaid apprentice-officer performed his service faithfully and to our/my entire satisfaction, and has been reported by the masters of the ships under whom he served as being of strictly sober habits. Of the period of apprenticeship not less than four-fifths was actually served at sea.

The periods served at sea are the following:—

From.	*To.*	*Vessel.*

Given under our/my hand this ..... day of ..... 19....., at .....

Signature of Master of Apprentice-officer.

NOTE.—A duplicate of this certificate must be forwarded to the Director of Merchant Shipping, Pretoria, upon the expiration of the period of apprenticeship or upon the expiration of the extended period thereof.

M. 15.

ANNEXURE D.

UNION OF SOUTH AFRICA.

(..... men.)
(Executed in ..... pages).

DEPARTMENT OF CUSTOMS AND EXCISE (MARINE SECTION).
[MERCHANT SHIPPING ACT, 1951 (ACT No. 57 OF 1951)].

AGREEMENT WITH THE CREW AND LIST OF THE CREW COMBINED.
[For use with a foreign-going ship. (Section *one hundred and two* of the Act)].

NOTE:—

"Foreign-going ship" means—

(*a*) a ship plying between a port in one country and a port in another country; or
(*b*) a ship of more than 1,000 gross register tons plying between ports in the same country; or
(*c*) a ship of more than 1,000 gross register tons, exclusively employed in sea fishing or seal-catching; or
(*d*) a whaling boat other than a shore-based whaling boat.

Name of Ship.(1)	Official No.	Port of Registry.	Port No. and Date of Register.	Register Tonnage.		Horse-power of Engines (if any), I.H.P., B.H.P. or S.H.P.(2)
				Gross.	Net.	

Registered Owner.		Number of Seamen and Apprentice-officers for whom Accommodation is certified.	Charterer.(3)	
Name.	Full Address.		Name.	Address.

The several persons whose names are hereto subscribed, and whose descriptions are contained herein (hereinafter referred to as the crew), hereby agree to serve on board the said ship, in the several capacities expressed against their respective names on the following voyage or engagement.(4)

And the crew agree to conduct themselves in an orderly, faithful, honest and sober manner, and to be at all times diligent in their respective duties, and to be obedient to the lawful commands of the said master, or of any person who shall lawfully succeed him, and of their superior officers, in everything relating to the said ship and the stores and cargo thereof whether on board, in boats or on shore; in consideration of which services to be duly performed, the said master hereby agrees to pay to the said crew as wages(5) the sums against their names respectively expressed, and to supply them with provisions according to the scale printed herein; and in respect of cadets entered in this agreement hereby undertakes to train them or cause them to be trained in navigation and seamanship or in engineering (as the case may be), and in the duties of a ship's officer.

And it is hereby agreed that any embezzlement or wilful or negligent destruction of any part of the ship's cargo or stores shall be made good to the owner out of the wages of the person guilty of the same.

And it is further agreed that if any seaman enters himself in a capacity for which he is incompetent he is liable to be disrated.

And it is also agreed that the additional clauses on pages ..... and number(s) ..... of the regulations authorized by the Minister of Finance which are printed herein on page ..... are adopted by the parties hereto, and shall be considered as embodied in this agreement; and it is also agreed that if any member of the crew considers himself to be aggrieved by any breach of the agreement or otherwise, he shall represent the same to the master or officer in charge of the ship in a quiet and orderly manner, who shall thereupon take such steps as the case may require; and it is also stipulated that advances on account and allotments of part of wages shall be made as specified against the names of the respective seamen in the columns provided for that purpose.

En daar word ook ooreengekom, dat(6)_____

Ten getuie waarvan genoemde partye hul name hierin geteken het, op die datums wat teenoor hul onderskeie handtekeninge verskyn.

Geteken deur_____ (Gesagvoerder), op die_____dag van_____19____

Datum van aanvang van reis of onderneming. (7)	Hawe waar reis of onderneming 'n aanvang geneem het.(7)	Hierdie kolomme moet by beëindiging van reis voltooi word.			
		Datum waarop reis of onderneming beëindig is.(8)	Hawe waar reis of onderneming beëindig is.(8)	Datum waarop lyste aan bevoegde beampte afgelewer is.	Hierby bevestig ek die waarheid van die inskrywings in hierdie dokument.
					Gesagvoerder.

(1) Plaas S.S. voor naam indien dit 'n stoomskip is, en M.V. indien dit 'n motorvaartuig is.

(2) Skrap letters wat nie van toepassing is nie en vul in geïndikteerde perdekrag vir stoom-wederkerige masjiene, remperdekrag vir binnebrandmasjiene en asperdekrag vir turbines (na gelang van die geval). Waar die N.P.K. (nominale perdekrag) ook op die registrasiesertifikaat voorkom, moet dit ook hier ingevul word.

(3) Hier moet die naam en adres ingevul word van enige persoon wat die skip huur en die gesagvoerder en bemanning aanstel, hul lone betaal en tydelik geheel en al beheer het oor die skip.

(4) Hier moet ingevul word die aard en, vir sover doenlik, òf die duur van die voorgenome reis of onderneming, òf die maksimum tydperk van die reis of onderneming en enige plekke of wêrelddele wat die reis of onderneming nie moet insluit nie.

(5) Maandelikse lone moet bereken word op die basis van 'n kalendermaand. Lone vir dae in 'n onvoltooide maand moet bereken word op die basis van 'n maand van 30 dae.

(6) Vul hier in enige ander bepalings wat nie teenstrydig is met die bedoelings van die Wet nie.

(7) Indien hierdie ooreenkoms 'n lopende ooreenkoms is [sien artikel *eenhonderd-en-drie* (*f*) van die Wet], moet die datum waarop en hawe waar die eerste reis begin het, getoon word.

(8) Indien hierdie ooreenkoms 'n lopende ooreenkoms is [sien artikel *eenhonderd-en-drie* (*f*) van die Wet], moet die datum waarop en hawe waar die laaste reis beëindig is, getoon word.

L.W.—Hierdie vorm moet nie losgetrek word nie. Geen blaaie mag verwyder, bygevoeg of vervang word nie. Ten tye van indiensneming moet sorg gedra word dat 'n vorm wat groot genoeg is, gebruik word. Indien daar gedurende die reis meer persone in diens geneem word as die aantal vir wie se handtekeninge in hierdie vorm ruimtes gelaat is, moet 'n addisionele vorm verkry en gebruik word.

BYKOMSTIGE KLOUSULES.

SKAAL VAN PROVIAND.

[Voorgeskryf kragtens artikel *eenhonderd ses-en-vyftig* van die Handelskeepvaartwet, No. 57 van 1951, vir elke skip van meer as 100 bruto-registerton (behalwe in gevalle waar 'n lid van die bemanning sy eie proviand voorsien).]

(LET WEL.—Wanneer nie-blankes wat nie aan 'n dieët vir blankes gewoond is nie deel van die bemanning uitmaak, kan die bevoegde beampte in die plek van ondergenoemde skaal 'n ander voldoende skaal van proviand goedkeur).

Artikel—	*Toelae per week*—
Water	28 kwarte.
Sagte-brood	7 lb.
Vars vleis	8¾ lb.
Vars vis, Eiers, Gerookte ham of spek	Sien Opmerking (1) hieronder en paragrawe 3, 4 en 5 van voorwaardes en uitsonderings.
Aartappels	7 lb.
Gedroogde of saamgeperste groente	½ lb.
Ertjies, gesplete	¼ lb.
Groenertjies, snyboontjies of botterboontjies	1¼ lb.
Fynmeel	2 lb.
Rys	6 ons.
Hawermeel, hawermout of soortgelyke graankos	6 ons.
Tee	3 ons.
Koffie (wat hoogstens 25 persent sigorei bevat)	2 ons.
of	
Kakao (of sjokolade)	3 ons.
Suiker [sien Opmerking (2) hieronder]	1½ lb.
Melk—	
Blikkiesmelk	9⅓ ons.
of	
Melkpoeier	4 ons.
Melk vir kookdoeleindes—	
Blikkiesmelk	4⅔ ons.
of	
Melkpoeier	2 ons.
Botter [sien Opmerking (2) hieronder]	¾ lb.
Marmelade of konfyt	½ lb.
Stroop	2 ons.
Kaas	4 ons.
Niervet	4 ons.
Atjar	¼ pint.
Uie	½ lb.
Droëvrugte	5 ons.
Fynsout	2 ons.
Mosterd	½ ons.
Peper	¼ ons.
Kerriepoeier	¼ ons.

OPMERKINGS:—

(1) Die beperking op die gebruik van vars vis, eiers en gerookte ham of spek as die ekwivalente van vars vleis beteken dat die maksimum hoeveelheid wat van die weeklikse rantsoen vars vleis afgetrek kan word ten opsigte van hierdie ekwivalente 2 lb. 3 ons is.

(2) Die hoeveelhede suiker en botter wat in bostaande skaal aangegee word, sluit nie die hoeveelhede in wat vir die voorbereiding van maaltye gebruik word nie.

And it is also agreed, that(6)_____

In witness whereof the said parties have subscribed their names herein, on the dates mentioned against their respective signatures.

Signed by_____ (Master), on the_____ day of_____ 19____.

Date of Commencement of Voyage or Engagement. (7)	Port at which Voyage or Engagement commenced.(7)	These Columns to be filled up at the end of the Voyage.			
		Date of Termination of Voyage or Engagement.(8)	Port at which Voyage or Engagement terminated.(8)	Date of Delivery of Lists to Proper Officer.	I hereby declare to the truth of the entries in this Document.
					_____ Master.

(1) Place S.S. before name if a steamship, and M.V. if a motor vessel.

(2) Delete inapplicable letters, and insert the indicated horse-power for steam reciprocating engines, brake horse-power for internal combustion engines and shaft horse-power for turbines (as the case may be). Where the N.H.P. (nominal horse-power) is also given on the certificate of registry, this should also be inserted here.

(3) Here are to be inserted the name and address of any person who has chartered the ship and appoints the master and crew, pays their wages, and has for the time being the whole control of the ship.

(4) Here are to be inserted the nature and, as far as practicable, either the duration of the intended voyage or engagement, or the maximum period of the voyage or engagement and any places or parts of the world to which the voyage or engagement is not to extend.

(5) Monthly wages should be calculated on the basis of a calendar month. Wages for days in an incomplete month should be calculated on the basis of a thirty-day month.

(6) Insert here any other stipulations which are not contrary to the intent and purposes of the Act.

(7) If this agreement is a running agreement [see section *one hundred and three* (*f*) of the Act], the date of and port at which the first voyage commenced should be shown.

(8) If this agreement is a running agreement (see section *one hundred and three* (*f*) of the Act,) the date of and port at which the last voyage terminated should be shown.

N.B.—This form must not be unstitched. No leaves may be taken out of it, and none may be added or substituted. Care should be taken at the time of engagement that a sufficiently large form is used. If more men are engaged during the voyage than the number for whose signatures spaces are provided in this form, an additional form should be obtained and used.

ADDITIONAL CLAUSES.

SCALE OF PROVISIONS.

[Prescribed under section *one hundred and fifty-six* of the Merchant Shipping Act, No. 57 of 1951, for every ship of more than 100 gross register tons (except in cases where any member of the crew furnishes his own provisions).]

(NOTE.—Where non-Europeans who are not accustomed to a European dietary, form part of the crew, the proper officer may approve in place of the undermentioned scale another adequate scale of provisions).

Article—	*Allowance per Week*—
Water	28 quarts.
Soft bread	7 lb.
Fresh meat	8¾ lb.
Fresh fish, Eggs, Smoked ham or bacon	See Note (1) below and paragraphs 3, 4 and 5 of Conditions and Exceptions.
Potatoes	7 lb.
Dried or compressed vegetables	½ lb.
Peas, split	¼ lb.
Green peas, haricot-beans or butter beans	1¼ lb.
Flour	2 lb.
Rice	6 oz.
Oatmeal, rolled oats or similar cereal	6 oz.
Tea	3 oz.
Coffee (containing not more than 25 per cent chicory)	2 oz.
or	
Cocoa (or chocolate)	3 oz.
Sugar [see Note (2) below]	1½ lb.
Milk—	
Condensed	9⅓ oz.
or	
Dried	4 oz.
Milk for cooking—	
Condensed	4⅔ oz.
or	
Dried	2 oz.
Butter [see Note (2) below]	¾ lb.
Marmalade or jam	½ lb.
Syrup	2 oz.
Cheese	4 oz.
Suet	4 oz.
Pickles	½ pint.
Onions	½ lb.
Dried fruit	5 oz.
Fine salt	2 oz.
Mustard	¼ oz.
Pepper	¼ oz.
Curry powder	¼ oz.

NOTES:—

(1) The limitation on the use of fresh fish, eggs and smoked ham or bacon as equivalents for fresh meat means that the maximum amount which can be deducted from the weekly ration of fresh meat, in respect of these equivalents, is 2 lb. 3 oz.

(2) The amounts of sugar and butter shown in the above scale are exclusive of the amounts used in the preparation of meals.

VOORWAARDES EN UITSONDERINGS BY DIE TOEPASSING VAN DIE SKAAL.

1. *Algemeen.*—Die uitreiking van die proviand waarvan in bostaande skaal melding gemaak word, moet dwarsdeur die week redelik versprei word; en in die geval van water, sagte-brood, vleis en aartappels moet die uitreiking elke dag ongeveer dieselfde wees.

2. *Brood.*—Die uitreiking van sagte-brood, ooreenkomstig die skaal, word nie vereis—

(*a*) op 'n skip van minder as 1,000 bruto-registerton; of

(*b*) indien onstuimige weer of siekte, of afwesigheid van kok, of gevalle van oormag die bak van brood onuitvoerbaar maak nie; maar wanneer sagte-brood nie gebruik word nie, moet 'n gelykstaande hoeveelheid beskuit wat in verseëlde blikke bewaar word in die plek daarvan gebruik word.

3. *Vleis.*—Die woord „ vleis " sluit „ varkvleis " in. Die gewig van vars vleis is die gewig, insluitende vet en been, voordat dit berei word om gekook te word. Wanneer vars vleis nie beskikbaar is nie, kan dit deur sout- of ingelegde vleis vervang word in die verhouding van $\frac{2}{3}$ lb. soutvleis of $\frac{1}{2}$ lb. ingelegde vleis vir 1 lb. vars vleis. Vars afval en vars wors tel as die ekwivalent van vars vleis. Ander wors tel as ingelegde vleis. Gerookte ham of spek moet, indien dit teen redelike prys verkrygbaar is, voorsien word in die mate van 6 ons weekliks, maar hoogstens 8 ons, en tel as ingelegde vleis.

OPMERKING.—In skepe sonder 'n yskas is dit onwenslik om aan te neem dat vars vleis in 'n goeie toestand behoue sal bly vir meer as 15 dae vanaf die datum waarop dit aan boord gebring word.

4. *Vis.*—Die gewig van vars vis is die bruto-gewig voordat dit berei word om gekook te word. Vars vis tot 'n hoeveelheid van hoogstens 1½ lb. per week kan gebruik word in die plek van vars vleis en word geag as gelykstaande met twee-derdes van sy gewig van vars vleis. In enige week waarin minder as 8 ons vars vis uitgereik word, moet vis van 'n vetagtige soort uitgereik word, soos gerookte haring of blikkies-salm, harings, pelsers of sardientjies, waarvan die gewig een-helfte moet wees van die hoeveelheid waarmee die vars vis wat uitgereik is minder is as 8 ons. Gedroogde vis of blikkies-salm, harings, pelsers of sardientjies kan gebruik word in die plek van vars vis in die verhouding van 1½ ons gedroogde vis of 1 ons blikkies-vis tot 2 ons vars vis.

5. *Eiers.*—Minstens vier eiers, vars of in die dop bewaar, moet gedurende die eerste 14 dae van enige reis wat by 'n Unie-hawe begin, uitgereik word, en vir elke week daarna moet twee eiers uitgereik word, indien dit verkrygbaar is teen 'n redelike prys en indien daar fasiliteite is vir hul bewaring. Elke eier wat só uitgereik word, word as gelykstaande geag met 1½ ons vars vleis ooreenkomstig die skaal. Meer eiers as wat hierbo genoem is, kan uitgereik word, maar daar sal nie geag word dat hulle by die skaal ingesluit is nie.

6. *Aartappels.*—Vars aartappels (wanneer in goeie toestand verkrygbaar) moet uitgereik word vir ten minste die eerste agt weke van die reis in die geval van elke skip wat 'n Unie-hawe verlaat. Wanneer vars aartappels nie aldus uitgereik word nie, moet 'n gelyke hoeveelheid rys, patats, of groente wat in blikke ingelê is, of 'n gelykstaande hoeveelheid gedroogde of saamgepersde aartappels of gedroogde of saamgepersde groente in die verhouding van 1 lb. tot 6 lb. vars aartappels, of vars brood in die verhouding van 1 lb. brood tot 1 lb. vars aartappels, in die plek daarvan uitgereik word.

7. *Melkpoeier.*—Melkpoeier mag in die plek van blikkiesmelk uitgereik word slegs as die toestande aan boord sulks is dat dit in goeie toestand gehou kan word, in 'n koel, droë plek, vir die tydperk waarin dit benodig mag word.

8. *Groente.*—Vars groente moet so dikwels moontlik voorsien word, indien dit verkrygbaar is teen redelike prys en indien dit nie nadelig vir die gesondheid is nie. Op elke dag wanneer ½ lb. vars groente (of groente wat in blikke ingelê is) voorsien word, moet dit vir die toepassing van die skaal geag word as gelykstaande met een dag se rantsoen gedroogde of saamgepersde groente en van groenertjies, snyboontjies of botterboontjies.

9. *Droëvrugte.*—Droëvrugte wat ooreenkomstig bostaande skaal uitgereik word, moet rosyntjies, sultanas, korente, vye, pruimedante, appels, perskes of appelkose wees.

10. *Uie.*—Uie wat ooreenkomstig bostaande skaal uitgereik word, moet vars of gedroogde uie wees wanneer dit die seisoen daarvoor is; en wanneer dit nie die seisoen vir vars of gedroogde uie is nie, moet 'n gelyke hoeveelheid uie of ander groente wat in blikke ingelê is, of 'n gelykstaande hoeveelheid droë of saamgepersde uie of ander groente in die verhouding van 1 ons tot ½ lb. vars uie uitgereik word.

11. Stookruimwerkers moet elke dag terwyl die skip onder stoom is voldoende hawermeel en 'n ekstra een-kwart water ontvang.

OPMERKING.—In enige geval waar proviand wat in blikke is, uitgereik word, moet die gewig daarvan bereken word sonder inbegrip van die houer.

PLAASVERVANGERS EN EKWIVALENTE—MOET NIE GEBRUIK WORD SONDER BILLIKE REDE NIE.

Soutvleis	⅔ lb.	Moet gelykstaande geag word met 1 lb. vars vleis.
Ingelegde vleis	½ lb.	
Koffie	1 ons	Moet as gelykstaande geag word.
Kokao of sjokolade	1½ ons	
Tee	½ ons	
Fynmeel	1 lb.	Moet as gelykstaande geag word.
Beskuit	1 lb.	
Rys	1 lb.	
Hawermeel, hawermout of soortgelyke graankos	1 lb.	
Gesplete ertjies	½ lb.	Moet as gelykstaande geag word wanner dit saam met vleisrantsoen uitgereik word.
Fynmeel	¾ lb.	
Groenertjies, sny- of botterboontjies	½ lb.	
Rys	¾ lb.	
Marmelade	1 lb.	Moet as gelykstaande geag word.
Konfyt	1 lb.	
Stroop	1 lb.	
Botter	½ lb.	
Kaas	½ lb.	
Blikkiesmelk	9½ ons	Moet as gelykstaande geag word.
Melkpoeier	4 ons	
Mosterd		Moet as gelykstaande geag word.
Kerriepoeier		

POSISIES VAN DIE DEKLYNE EN LASLYNE.

Vryboord van deklyn.		*Laslyn.*	
Tropies	——voet——duim.	(T)	——duim bo S.
Somer	——voet——duim.	(S)	Bokant van lyn deur middelpunt van sirkel.
Winter	——voet——duim.	(W)	——duim onder S.
Winter (Noord-Atlanties) (indien aangegee)	——voet——duim.	(WNA)	——duim onder S.
Toelating vir soetwater vir alle vryboorde	——duim.		

Die bokant van die deklyn vanwaar hierdie vryboorde gemeet is, is——duim bo die bopunt van die——dek aan die kant.

(Bostaande besonderhede moet van Laslynsertifikaat verkry word.)

Die Noord-Atlantiese Winterlaslyn (indien aangegee) geld vir reise oor die Noord-Atlantiese Oseaan, ten noorde van breedtegraad 36° N., gedurende die wintermaande soos omskryf in die regulasies betreffende die aangee van laslyne. Die tydperke waarin die laslyne van ander jaargetye in verskillende dele van die wêreld geld, is soos uiteengesit in die regulasies betreffende die aangee van laslyne.

REGULASIES VIR DIE HANDHAWING VAN DISSIPLINE.

[Goedgekeur deur die Minister van Finansies kragtens artikel *eenhonderd-en-twee* (3) (*h*) van die Handelskeepvaartwet, 1951)].

Hierdie bepalings is afsonderlik van, en bykomstig by, dié wat in die Wet bevat word. Almal of enige daarvan kan aanvaar word deur middel van ooreenkoms tussen 'n gesagvoerder en sy bemanning, en daarna sal die oortredings vermeld in dié regulasies wat so aanvaar is wetlik strafbaar wees met die toepaslike strawwe. Hierdie regulasies is egter nie van toepassing op gediplomeerde offisiere nie.

Hierdie regulasies is almal genommer, en die nommers van dié wat aanvaar word, moet ingevul word in die ruimtes wat vir daardie doel oopgelaat is in die ooreenkoms, bladsy——, en enige van die regulasies wat nie aanvaar word nie moet geskrap word en die skrapping moet onderteken word deur die bevoegde beampte voor wie die ooreenkoms aangegaan is.

Vir die doel om enige van die volgende strawwe wetlik te handhaaf, moet dieselfde stappe gedoen word as in die geval van ander oortredings wat strafbaar is kragtens die Wet; dit wil sê, 'n uiteensetting van die oortreding moet, onmiddellik nadat dit gepleeg is, deur die gesagvoerder in die amptelike skeepsjoernaal ingeskryf word en moet deur hom en deur 'n skeepsoffisier of een van die bemanning geteken word; en 'n afskrif van die inskrywing moet aan die oortreder verskaf word of aan hom voorgelees word, voordat die skip 'n hawe bereik of van die hawe waar dit is, vertrek; en 'n inskrywing dat dit aldus aan die oortreder verskaf of aan hom voorgelees is, en van die antwoord, indien enige, van die oortreder, moet gemaak en geteken word op dieselfde wyse as die inskrywing van die oortreding. As die daad van wangedrag en die inskrywing in die skeepsjoernaal bewys word tot bevrediging van die bevoegde beampte voor wie die oortreder in die Unie ontslaan word of op wie se gesag die oortreder buite die Unie ontslaan word, moet die gesagvoerder of eienaar die boete van die oortreder se loon aftrek en 'n inskrywing met daardie strekking moet in die amptelike skeepsjoernaal gemaak en deur die bevoegde beampte geteken word. Die bedrag van die boete wat afgetrek word, moet aan daardie bevoegde beampte betaal word.

CONDITIONS AND EXCEPTIONS IN APPLYING SCALE.

1. *General.*—The issue of the provisions referred to in the above scale shall be reasonably distributed throughout the week; and in the case of water, soft bread, meat and potatoes the issue shall be approximately equal each day.

2. *Bread.*—The issue of soft bread under the scale shall not be required—

(*a*) in a ship of less than 1,000 gross register tons; or

(*b*) if rough weather or illness, or absence of cook, or *force majeure* renders the making of bread impracticable;

but where soft bread is not used, an equivalent amount of biscuit stored in sealed tins shall be used instead.

3. *Meat.*—The term "meat," includes "pork." The weight of fresh meat is the weight, including fat and bone, before preparation for cooking. When fresh meat is not available, salt or preserved meat may be substituted in the proportion of ¾ lb. of salt meat or ½ lb. of preserved meat for 1 lb. of fresh meat. Fresh offal and fresh sausage count as the equivalent of fresh meat. Other sausage counts as preserved meat. Smoked ham or bacon should, when procurable at reasonable cost, be supplied to the extent of 6 oz. weekly, but not exceeding 8 oz., and count as preserved meat.

NOTE.—In ships with no refrigerator it is undesirable that reliance should be placed on fresh meat keeping in good condition for more than 15 days from the date on which it is taken on board.

4. *Fish.*—The weight of fresh fish is the gross weight before preparation for cooking. Fresh fish up to an amount not exceeding 1½ lb. per week may be substituted for fresh meat and shall be regarded as equivalent to two-thirds of its weight of fresh meat. In any week in which less than 8 oz. fresh fish are issued there shall be issued fish of a fatty type, such as kippers or tinned salmon, herrings, pilchards or sardines, the weight of which shall be one-half the amount by which the fresh fish issued is less than 8 oz. Dried fish or tinned salmon, herrings, pilchards or sardines may be substituted for fresh fish in the proportion of 1½ oz. of dried fish or 1 oz. of tinned fish to 2 oz. of fresh fish.

5. *Eggs.*—Not less than four eggs, fresh or preserved in shell, shall be issued during the first fortnight of any voyage starting from a Union port, and two eggs for each week thereafter should be issued, if obtainable at a reasonable price, and if there are facilities for keeping them. Each egg so issued shall be regarded as the equivalent of 1½ oz. of fresh meat under the scale. Eggs in excess of these may be issued, but shall not count against the scale.

6. *Potatoes.*—Fresh potatoes (when procurable in sound condition) must be issued for at least the first eight weeks of the voyage in the case of every ship leaving a Union port. When fresh potatoes are not so issued, an equal amount of rice, sweet potatoes, or vegetables preserved in tins, or an equivalent amount of dried or compressed potatoes or dried or compressed vegetables in the proportion of 1 lb. to 6 lb. of fresh potatoes, or fresh bread in the proportion of 1 lb. of bread to 1 lb. of fresh potatoes, must be issued in their place.

7. *Dried milk.*—Dried milk may only be issued in lieu of condensed milk where the conditions on board are such as to enable it to be kept in good condition, in a cool, dry place, for the period during which it may be required.

8. *Vegetables.*—Fresh vegetables should be supplied as often as possible when they can be procured at a reasonable cost and are not likely to be injurious to health. On each day when ½ lb. of fresh vegetables (or vegetables preserved in tins) is supplied, these are to be regarded for purposes of the scale as equivalent to one day's supply of dried or compressed vegetables and of green peas, haricot or butter beans.

9. *Dried fruits.*—Dried fruits issued under the above scale must be raisins, sultanas, currants, figs, prunes, apples, peaches or apricots.

10. *Onions.*—The onions to be issued under the above scale must be fresh or dried onions when in season; and when fresh or dried onions are not in season, an equal amount of onions or other vegetables preserved in tins, or an equivalent amount of dried or compressed onions or other vegetables in the proportion of 1 oz. to ½ lb. of fresh onions must be issued.

11. The stokehold hands are to receive sufficient outmeal and one quart of water extra daily while under steam.

NOTE.—In any case where tinned provisions are issued, the weight thereof shall be calculated exclusive of the container.

SUBSTITUTES AND EQUIVALENTS—NOT TO BE USED WITHOUT REASONABLE CAUSE.

Salt meat	¾ lb.	To be considered equal to 1 lb. fresh meat.
Preserved meat	½ lb.	
Coffee	1 oz.	To be considered equal.
Cocoa or chocolate	1½ oz.	
Tea	½ oz.	
Flour	1 lb.	To be considered equal.
Biscuit	1 lb.	
Rice	1 lb.	
Oatmeal, rolled oats or similar cereals	1 lb.	
Split peas	½ lb.	To be considered equal when issued with meat rations.
Flour	¾ lb.	
Green peas, haricot or butter beans	½ lb.	
Rice	¾ lb.	

Marmalade	1 lb.	To be considered equal.
Jam	1 lb.	
Syrup	1 lb.	
Butter	½ lb.	
Cheese	½ lb.	
Condensed milk	9½ oz.	To be considered equal.
Dried milk	4 oz.	
Mustard		To be considered equal.
Curry powder		

POSITIONS OF THE DECK LINES AND LOAD LINES.

Freeboard from deck line.

Tropical	____feet____	inches.
Summer	____feet____	inches.
Winter	____feet____	inches.
Winter North Atlantic (if assigned)	____feet____	inches.
Allowance for fresh water for all freeboards		____inches.

Load line.

(T) ____inches above S.
(S) Upper edge of line through centre of disc.
(W) ____inches below S.
(WNA) ____inches below S.

The upper edge of the deck line from which these freeboards are measured is____inches above the top of the____ deck at side.

(Above particulars to be taken from Load Line Certificate.)

The Winter North Atlantic load line (if assigned) applies for voyages across the North Atlantic, north of latitude 36° N., during the winter months as defined in the Regulations governing the assignment of Load Lines. The periods during which the other seasonal load lines apply in different parts of the world are as stated in the Regulations governing the assignment of Load Lines.

REGULATIONS FOR MAINTAINING DISCIPLINE.

[Approved by the Minister of Finance under section *one hundred and two* (3) (*h*) of the Merchant Shipping Act, 1951.]

These provisions are distinct from, and in addition to, those contained in the Act. All or any of them may be adopted by agreement between a master and his crew, and thereupon the offences specified in such of them as are so adopted will be legally punishable by the appropriate penalties. These regulations, however, do not apply to certificated officers.

These regulations are all numbered, and the numbers of such of them as are adopted must be inserted in the space left for that purpose in the agreement, page____, and any of the regulations which are not adopted must be deleted and the deletion signed by the proper officer before whom the agreement is entered into.

For the purpose of legally enforcing any of the following penalties, the same steps must be adopted, as in the case of other offences punishable under the Act; that is to say, a statement of the offence must immediately after its commission, be entered in the official log-book by the master, and must be signed by him and by a ship's officer or one of the crew; and a copy of such entry must be furnished, or the same must be read over to the offender before the ship reaches any port or departs from the port at which she is; and an entry that the same has been so furnished or read over, and of the reply, if any, of the offender, must be made and signed in the same manner as the entry of the offence. If the act of misconduct and the entry in the log-book are proved to the satisfaction of the proper officer before whom the offender is discharged in the Union or by whose sanction the offender is discharged outside the Union, the master or owner must deduct the fine from the offender's wages and an entry to that effect must be made in the official log-book and signed by the proper officer. The amount of the fine deducted must be paid over to that proper officer.

Indien die gesagvoerder dit goeddink om, as gevolg van latere goeie gedrag, enige boete op enige lid van sy bemanning, wat in die amptelike skeepsjoernaal aangeteken is, aan die lid terug te betaal of dit te verminder, en sy voorneme aan die bevoegde beampte te kenne gee, moet die boete dienooreenkomstig terugbetaal of verminder word, en 'n inskrywing van die feit in die amptelike skeepsjoernaal gemaak word.

No.	Oortreding.	Bedrag van boete vir eerste oortreding.	Bedrag van boete vir 'n tweede of volgende oortreding.	Handtekening van bevoegde beampte.
1	Om enige persoon aan boord van of behorende tot die skip te slaan of aan te rand (indien daar nie andersins opgetree word nie)	'n Bedrag gelykstaande aan een dag se loon	'n Bedrag gelykstaande aan twee dae se loon	
2	Om bedwelmende drank, dagga of ander verdowingsmiddels aan boord te bring of om aan boord van die skip in besit daarvan te wees	'n Bedrag gelykstaande aan een dag se loon	'n Bedrag gelykstaande aan twee dae se loon	
3	Dronkenskap.....	'n Bedrag gelykstaande aan een dag se loon	'n Bedrag gelykstaande aan twee dae se loon	
4	Om sonder die toestemming van die gesagvoerder, enige vuurwapen, kneukelyster, gelaaide kierie, ploertedoder, swaardstok, jagmes, dolk, of enige ander gevaarlike wapen of gevaarlike instrument aan boord te bring of om aan boord in besit daarvan te wees, vir elke dag waarop 'n seeman so 'n wapen of instrument behou	'n Bedrag gelykstaande aan een dag se loon	'n Bedrag gelykstaande aan twee dae se loon	
5	Parmantige of minagtende taal of gedrag teenoor die gesagvoerder of enige offisier, of veronagsaming van enige wettige bevel, indien daar nie andersins volgens wet opgetree word nie	'n Bedrag gelykstaande aan een dag se loon	'n Bedrag gelykstaande aad twee dae se loon	
6	Afwesigheid sonder verlof (indien daar nie andersins volgens wet opgetree word nie), vir elke dag waarop sulke afwesigheid plaasvind	'n Bedrag gelykstaande aan een dag se loon	'n Bedrag gelykstaande aan twee dae se loon	

1. KORT OPSOMMING VAN DIE BEPALINGS VAN ARTIKELS *EENHONDERD-EN-TIEN* EN *EENHONDERD-EN-ELF* VAN DIE HANDELSKEEPVAARTWET, 1951.

Kinders.—Die indiensneming van 'n persoon onder die ouderdom van 15 jaar in enige hoedanigheid aan boord van 'n skip wat in die Unie geregistreer is of, indien dit nie in die Unie geregistreer is nie, wat geheel en al gebruik word op reise tussen Unie-hawens, is verbode.

Jong persone:—

(i) Die indiensneming van 'n persoon onder die ouderdom van 18 jaar op 'n skip as stoker of tremmer is verbode, behalwe op skool- of opleidingskepe wat spesiaal deur die Minister goedgekeur is of op skepe wat hoofsaaklik anders as deur stoom voortbeweeg word. As 'n stoker of tremmer nodig is en geen persoon bo die ouderdom van 18 jaar beskikbaar is nie, mag jong persone bo die ouderdom van 16 jaar in diens geneem word, maar in sulke gevalle moet twee jong persone bo die ouderdom van 16 jaar in diens geneem word om die werk te doen wat anders deur een persoon bo die ouderdom van 18 jaar verrig sou word.

(ii) Die ooreenkoms met die bemanning moet 'n lys bevat van alle lede van die bemanning onder die ouderdom van 18 jaar, met hul geboortedatums en die datums waarop hulle lede van die bemanning word of ophou om dit te wees.

(iii) Die eienaar of gesagvoerder mag nie wetend 'n jong persoon in diens neem nie, tensy daar aan die gesagvoerder 'n sertifikaat verstrek word wat deur 'n geneesheer wat deur die bevoegde beampte goedgekeer is, onderteken is, met die strekking dat hy geskik is vir indiensneming: Met dien verstande dat dit nie van toepassing is indien die jong persoon in diens geneem word op 'n skip waarop slegs lede van dieselfde familie diens doen, of indien die aanstelling op grond van dringende noodsaaklikheid geskied nie, maar in laasgenoemde geval moet die indienshouding nie langer as tot by die volgende aandoenhawe duur nie, tensy die sertifikaat getoon word.

(iv) Die in paragraaf (iii) hiervan vermelde sertifikaat is geldig vir 'n tydperk van ses maande vanaf die datum waarop dit onderteken is, maar as genoemde tydperk in die loop van die reis van die skip verstryk, bly dit van krag tot die einde van die reis.

(v) Die voog van 'n jong persoon mag nie wetend veroorsaak of toelaat dat hy in diens geneem word in stryd met hierdie bepalings nie.

(vi) Die gesagvoerder moet op aanvraag deur 'n bevoegde beampte aan laasgenoemde die in paragraaf (iii) hiervan vermelde sertifikaat vertoon.

LYS VAN JONG PERSONE ONDER DIE OUDERDOM VAN 18 JAAR WAT IN DIENS GENEEM IS (INSLUITENDE LEERLING-OFFISIERE) [ARTIKEL *eenhonderd-en-elf* (2) VAN DIE WET].

Volle naam.	Geboortedatum.	Geboorteplek.	Hoedanigheid waarin diens gedoen word.	Datum en plek van aansluiting by hierdie skip.	Besonderhede van uitdienstreding (moet deur gesagvoerder ingevul (word). Indien hy aanbly, moet dit vermeld word.	
					Datum.	Oorsaak.

2. LYS VAN LEERLING-OFFISIERE (VEREIS KRAGTENS ARTIKEL *SEWE-EN-NEGENTIG* VAN DIE WET).

Volle naam.	Geboortedatum.	Geboorteplek.	Besonderhede van leerkontrak.				Datum en plek van aansluiting by hierdie skip.	Besonderhede van uitdienstreding (moet deur gesagvoerder ingevul word). Indien hy aanbly, moet dit vermeld word.		Handtekening van bevoegde beampte wat die agterlating van leerling-offisier goedkeur.
			Datum van leerkontrak.	Plek waar leerkontrak aangegaan is.	Datum van elke oormaking van leerkontrak.	Naam van elke hawe waar leerkontrak geregistreer is.		Datum.	Oorsaak.	

OPMERKING.—In die geval van 'n leerling-offisier onder die ouderdom van 18 jaar, moet besonderhede in verband met hom opgeteken word onder beide 1 en 2, hierbo.

If, in consequence of subsequent good conduct, the master thinks fit to remit or reduce any fine upon any member of his crew, which has been entered in the official log-book, and signifies the same to the proper officer, the fine shall be remitted or reduced accordingly, and an entry made of the fact in the official log-book.

No.	Offence.	Amount of Fine for First Offence.	Amount of Fine for a Second or Subsequent Offence.	Signature of Proper Officer.
1	Striking or assaulting any person on board or belonging to the ship (if not otherwise prosecuted)	An amount equal to one day's wage	An amount equal to two days' wage	
2	Bringing or having on board intoxicating liquors, dagga or other narcotics	An amount equal to one day's wage	An amount equal to two days' wage	
3	Drunkenness.....	An amount equal to one day's wage	An amount equal to two days' wage	
4	Taking on board or having possession on board of any fire-arm, knuckle-duster, loaded cane, slung shot, swordstick, bowie-knife, dagger, or any other dangerous weapon or dangerous instrument, without the concurrence of the master, for every day during which a seaman retains such weapon or instrument	An amount equal to one day's wage	An amount equal to two days' wage	
5	Insolent or contemptuous language or behaviour to the master or any officer, or disobedience of any lawful command, if not otherwise dealt with according to law	An amount equal to one day's wage	An amount equal to two day's wage	
6	Absence without leave (if not otherwise dealt with according to law) for each day on which such absence occurs	An amount equal to one day's wage	An amount equal to two days' wage	

1. SHORT SUMMARY OF THE PROVISIONS OF SECTIONS *ONE HUNDRED AND TEN* AND *ONE HUNDRED AND ELEVEN* OF THE MERCHANT SHIPPING ACT, 1951.

Children.—The employment of a person under the age of 15 years in any capacity on board a ship which is registered in the Union or, if not registered in the Union, is wholly engaged in plying between ports in the Union, is prohibited.

Young persons:—

(i) The employment of a person under the age of 18 years in a ship as fireman or trimmer is prohibited, except in school- or training-ships specially approved by the Minister or in ships which are mainly propelled otherwise than by steam. If a fireman or trimmer is required and no person over the age of 18 years is available, young persons over the age of 16 years may be employed, but in such cases two young persons over the age of 16 years must be employed to do the work which would otherwise be performed by one person over the age of 18 years.

(ii) The agreement with the crew must contain a list of all members of the crew under the age of 18 years, with the dates of their birth and the dates on which they become or cease to be members of the crew.

(iii) The owner or master shall not knowingly employ a young person unless there is delivered to the master a certificate signed by a medical practitioner approved by the proper officer, to the effect that he is fit to be employed: Provided that this shall not apply if the young person is employed in a ship in which only members of the same family are employed, or if the engagement is made on the grounds of urgency, but in the latter case the employment shall not be continued beyond the next port of call unless the certificate is produced.

(iv) The certificate mentioned in paragraph (iii) hereof is valid for a period of six months from the date on which it is signed, but if that period expires during the course of the voyage of the ship, it will remain valid until the end of the voyage.

(v) The guardian of a young person shall not knowingly cause or permit him to be employed in contravention of these provisions.

(vi) The master shall on demand by proper officer, produce to the latter the certificate mentioned in paragraph (iii) hereof.

LIST OF YOUNG PERSONS UNDER THE AGE OF 18 YEARS ENGAGED (INCLUDING APPRENTICE-OFFICER) [SECTION *one hundred and eleven* (2) OF THE ACT].

Name in Full.	Date of Birth.	Place of Birth.	Capacity in which Employed.	Date and Place of Joining this Vessel.	Particulars of Leaving (to be filled up by Master). If remaining, it should be stated.	
					Date.	Cause.

2. LIST OF APPRENTICE-OFFICERS (REQUIRED BY SECTION *NINETY-SEVEN* OF THE ACT).

Name in Full.	Date of Birth.	Place of Birth.	Particulars of Indentures.				Date and Place of Joining this Vessel.	Particulars of Leaving (to be filled up by Master. (If remaining, to be stated.		Signature of Proper Officer who Authorises the Leaving behind of Apprentice-officer.
			Date of Indentures.	Place where Indentures Entered into.	Date of every Assignment of Indentures.	Name of every Port where Indentures have been Registered.		Date.	Cause.	

NOTE.—In the case of an apprentice-officer under the age of 18 years, particulars relating to him must be recorded under both 1 and 2, above.

NAAM VAN SKIP_____

BESONDERHEDE VAN INDIENSNEMING.

Verw. No.	Handtekeninge van bemanning en No. van verslagboek en ontslagsertifikate van seeman. (1)	Ouderdom. (2)	Nasionaliteit en geboorteplek. (3)	(*a*) Adresse van gesagvoerder en bemanning. (Meld ook of getroud, ongetroud, geskei, ens.) (*b*) Naam en adres en verwantskap van naasbestaande, of naam en huisadres van vriend. (4)	Naam van vorige skip (met amptelike No. of registrasiehawe) of ander werkkring, en jaar van ontslag indien meer as 'n jaar gelede. (5)
1	GESAGVOERDER MOET EERSTE TEKEN.			(*a*) (*b*)	
2				(*a*) (*b*)	
3				(*a*) (*b*)	
4				(*a*) (*b*)	
5				(*a*) (*b*)	
6				(*a*) (*b*)	
7				(*a*) (*b*)	

NAAM VAN SKIP (vervolg)_____

BESONDERHEDE VAN INDIENSNEMING.

Datum waarop en plek waar hierdie ooreenkoms onderteken word.		In watter hoedanigheid in diens geneem.*	No. van sertifikaat (indien enige).	Datum en tyd wanneer hy aan boord moet wees of moet begin werk.	Bedrag van loon per week of per kalendermaand.	Bedrag van loon voorgeskiet by of ten tye van indiensneming.	Bedrag van weeklikse, halfmaandelikse of maandelikse toewysing	Handtekening van bevoegde beampte voor wie die seeman in diens geneem word.
Datum. (6)	Plek. (7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

* Die hoedanighede van ingenieur-offisiere wat nie diens doen by aandryfmasjiene en stoomketels nie moet hier en in die verslagboek van seemanne beskryf word as masjiniste, hulpmasjiniste, koelkamer-ingenieur-offisiere, elektrotegniese ingenieur-offisiere of liermanne en nie slegs as ingenieur-offisiere nie. Seuns wat uitsluitlik diens doen in verband met die werk van kokke en kelners moet beskryf word as kajuitjongens en nie slegs as seuns nie.

NAME OF SHIP_____

PARTICULARS OF ENGAGEMENT.

Ref. No.	Signatures of Crew and No. of Seaman's Record Book and Certificates of Discharge. (1)	Age. (2)	Nationality and Place of Birth. (3)	(*a*) Addresses of Master and Crew. (State also whether married, single, divorced, etc.). (*b*) Name and Address and Relationship of Next-of-kin, or Name and Home Address of Friend. (4)	Name of Last Ship (with official No. or Port of Registry) or other Employment, and Year of Discharge if more than a Year previous. (5)
1	MASTER TO SIGN FIRST.			(*a*) (*b*)	
2				(*a*) (*b*)	
3				(*a*) (*b*)	
4				(*a*) (*b*)	
5				(*a*) (*b*)	
6				(*a*) (*b*)	
7				(*a*) (*b*)	

NAME OF SHIP (*continued*)_____

PARTICULARS OF ENGAGEMENT.

Date and Place of Signing this Agreement.		In what Capacity Engaged.*	No. of Certificate (if any).	Date and Time at which He is to be on Board or to begin Work.	Amount of Wages per Week or Calender Month.	Amount of Wages Advanced upon or at the Time of Engagement.	Amount of Weekly, Half-monthly or Monthly Allotment.	Signature of Proper Officer before Whom the Seaman is Engaged.
Date. (6)	Place. (7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

* The capacities of engineer officers not employed on the propelling engines and boilers should be described here and in the seaman's record book as engine drivers, donkeymen, refrigerating engineer officers, electrical engineer officers or winchmen, and not merely as engineer officers. Boys entirely employed in connection with the work of cooks and stewards should be described as cabin boys, not merely as boys.

NAAM VAN SKIP (vervolg)_____

BESONDERHEDE VAN ONTSLAG, ENS. (Moet deur gesagvoerder ingevul word by ontslag, dood of drosting van enige lid van bemanning).				KWYTSKELDING.		
Datum, plek en oorsaak van verlating van hierdie skip, of van sterfgeval.			Balans van loon betaal by ontslag.	Ons, die ondergetekende lede van die bemanning van hierdie skip, onthef hiermee hierdie skip en die gesagvoerder en eienaar of eienaars daarvan van alle eise vir lone of andersins ten opsigte van hierdie reis of onderneming, en ek, die gesagvoerder, onthef hiermee genoemde ondergetekende lede van die bemanning van alle eise ten opsigte van genoemde reis of onderneming. Handtekeninge van bemanning [elkeen moet op die lyn wees waarin hy in kolom (1) geteken het].	Handtekening van bevoegde beampte voor wie die balans van lone betaal is en kwytskelding geteken is, en datum.	Verw. No.
Datum.	Plek.	Oorsaak. *				
(15)	(16)	(17)	(18)	(19)	(20)	
						1
						2
						3
						4
						5
						6
						7

* Redes waarom skip verlaat word, moet kortliks soos volg gestel word: „ Ontslaan,", „ gedros," „ versuim om aan te sluit," „weens siekte," „ dood."

NAAM VAN SKIP_____

SERTIFIKATE OF ENDOSSEMENTE DEUR BEVOEGDE BEAMPTES GEMAAK.

OPMERKINGS VIR DIE LEIDING VAN GESAGVOERDERS.

OOREENKOMSTE MET DIE BEMANNING.

L.W.—Die aandag van gesagvoerders word gevestig op artikel *eenhonderd agt-en-tagtig* van die Wet ingevolge waarvan 'n lys van die bemanning (wat met die ooreenkoms met die bemanning gekombineer mag word) bevattende verskeie besonderhede, opgestel en aan die bevoegde beampte gelewer moet word. Geriefshalwe is hierdie dokument gevolglik met die ooreenkoms met die bemanning gekombineer en die gekombineerde dokument, naamlik die „ ooreenkoms met die bemanning en lys van die bemanning gekombineer " voldoen nou aan die vereistes van die Wet ten opsigte van sowel die ooreenkoms as die lys van die bemanning. Die sertifikaat van aflewering genoem in paragraaf 10 van onderstaande opmerkings is op so 'n wyse opgestel dat dit ook aan die vereistes van artikel *eenhonderd agt-en-tagtig* (2) van die Wet voldoen, en gesagvoerders moet verseker dat hulle die sertifikaat bekom.

Artikel *eenhonderd agt-en-tagtig* (3) van die Wet is nou van toepassing op die „ ooreenkoms met die bemanning en lys van die bemanning gekombineer."

1. Voordat 'n gesagvoerder, seeman of leerling-offisier in diens geneem word, moet hy in besit wees van 'n mediese sertifikaat met die strekking dat hy liggaamlik geskik is. So 'n sertifikaat is geldig vir 'n tydperk van ses maande vanaf die datum waarop dit uitgereik word, en as dit slegs op die persoon se gesig betrekking het, vir 'n tydperk van ses jaar vanaf die datum waarop dit uitgereik word.

2. Die gesagvoerder van elke Suid-Afrikaanse skip van meer as 100 bruto-registerton moet 'n ooreenkoms aangaan met elke seeman wat hy vir diens in daardie skip huur. 'n Gesagvoerder van enige ander Suid-Afrikaanse skip kan 'n ooreenkoms aangaan.

3. 'n Ooreenkoms kan vir 'n enkelreis aangegaan word, of, in die geval van 'n lopende ooreenkoms, vir twee of meer reise, maar moet nie vir 'n langer tydperk as een jaar wees nie behalwe soos in die Wet bepaal.

4. Die ooreenkoms moet gedateer word ten tye van die eerste ondertekening daarvan en moet onder tekenword deur die gesagvoerder voordat enige seeman dit onderteken.

5. Wanneer die ooreenkoms oorspronklik aangegaan is en enige veranderings in die bemanning plaasvind voor die eerste vertrek van die skip vanaf die hawe waar die ooreenkoms aangegaan is, moet die gesagvoerder of eienaar die bevoegde beampte aldaar van sodanige veranderings in kennis stel deur middel van vorm M. 18, en die vorm moet aan hom gelewer of gestuur word voordat die skip uitvaar. Indien enige latere veranderings plaasvind, moet vorm M. 18 voor die vertrek van die skip vanaf die hawe waar die verandering plaasgevind het aan die bevoegde beampte aldaar gelewer of gestuur word om hom daarvan te verwittig. Dit word beklemtoon dat die vorm in sulke gevalle nie besonderhede moet bevat van alle veranderings wat gemaak is sedert die ooreenkoms oorspronklik aangegaan is nie, maar slegs ten opsigte van veranderings wat plaasgevind het sedert die laaste vorm gelewer was. Ten einde hom in staat te stel om aan voorgaande te voldoen, behoort die gesagvoerder 'n voldoende voorraad van vorm M. 18 aan boord skip te hou.

6. Die gesagvoerder moet, wanneer 'n seeman wat 'n lid van die bemanning is, ten tye van vertrek vanaf 'n hawe nie aan boord is nie (as gevolg van drosting, afwesigheid sonder verlof, ens.), die bevoegde beampte by daardie hawe so gou moontlik deur middel van vorm M. 28 van die feit verwittig. Ten einde hom in staat te stel om aan voorgaande te voldoen, behoort die gesagvoerder 'n voldoende voorraad van vorm M. 28 aan boord skip te hou.

7. Bemannings of individuele seelui moet voor 'n bevoegde beampte in diens geneem word. Waar 'n ooreenkoms reeds bestaan, moet individuele seelui, insluitende plaasvervangers, dit teken.

8. Die gesagvoerder moet aan die begin van elke reis of onderneming toesien dat 'n leesbare afskrif van die ooreenkoms (sonder die handtekeninge) geraam en vertoon word in 'n opvallende plek aan boord van die skip wat toeganklik is vir die bemanning en moet sorg dra dat dit so geraam en vertoon bly tydens die geldigheidsduur daarvan.

NAME OF SHIP (*continued*)_____

PARTICULARS OF DISCHARGE, ETC. (To be filled in by master upon discharge, death or desertion of any member of Crew.)				RELEASE.		
Date, Place and Cause of Leaving this Ship, or of Death.			Balance of Wages Paid on Discharge.	We, the undersigned Members of the Crew of this Ship, do hereby release this Ship, and the Master and Owner or Owners thereof from all claims for Wages, or otherwise in respect of this Voyage or Engagement, and I, the Master, do hereby release the said undersigned Members of the Crew from all claims in respect of the said Voyage or Engagement. Signatures of Crew [each to be on the line on which he signed in column (1)]. (19)	Signature of Proper Officer before Whom the Balance of Wages was Paid and Release Signed, and Date (20)	Ref. No.
Date. (15)	Place. (16)	Cause. * (17)	(18)			
						1
						2
						3
						4
						5
						6
						7

* Causes of leaving the ship should be briefly stated thus: "Discharged," "Deserted," "Failed to join," "Left Sick," "Died."

NAME OF SHIP_____

CERTIFICATES OR ENDORSEMENTS MADE BY PROPER OFFICERS.

NOTES FOR THE GUIDANCE OF MASTERS.

AGREEMENTS WITH THE CREW.

N.B.—The attention of masters is drawn to section *one hundred and eighty-eight* of the Act in terms of which a list of the crew (which may be combined with the agreement with the crew) containing various particulars, is required to be made out and delivered to the proper officer. For the purpose of convenience, this document has accordingly been combined with the agreement with the crew and the combined document, namely the "agreement with the crew and list of the crew combined," now complies with the requirements of the Act in respect of both the agreement and list of the crew. The certificate of delivery mentioned in paragraph 10 of the notes appearing below has been drafted in such a manner as to meet the requirements of section *one hundred and eighty-eight* (2) of the Act as well, and masters should ensure that the certificate is obtained by them.

Section *one hundred and eighty-eight* (3) of the Act now applies to the "agreement with the crew and list of the crew combined."

1. Before a master, seaman or apprentice-officer is engaged, he shall be in possession of a medical certificate to the effect that he is physically fit. Such a certificate is valid for a period of six months from the date of issue thereof, and if it relates only to the person's sight, for a period of six years from the date of issue.

2. The master of every South African ship of more than 100 gross register tons shall enter into an agreement with every seaman whom he engages to serve in that ship. A master of any other South African ship may enter into an agreement.

3. An agreement may be made for a single voyage, or in the case of a running agreement for two or more voyages, but shall not be for a longer period than one year except as provided for in the Act.

4. The agreement shall be dated at the time of the first signature thereof and must be signed by the master before any seaman signs it.

5. When the agreement has been initially entered into and any changes in the crew take place before the first departure of the ship from the port where the agreement has been entered into, the master or owner shall advise the proper officer there by means of form M. 18 of such changes, and the form shall be delivered or forwarded to him before the ship sails. If any subsequent changes take place, form M. 18 shall, before the departure of the ship from the port where the change took place, be delivered or forwarded to the proper officer there advising him thereof. It is stressed that in such cases the form must not contain details of all changes which were made since the agreement was initially entered into, but only in respect of changes which occurred since the last form was rendered. To enable him to comply with the foregoing, the master should keep an adequate supply of form M. 18 on board ship.

6. The master shall, when a seaman who is a member of the crew is not on board at the time of sailing from a port (as a result of desertion, absence without leave, etc.), as soon as possible advise the proper officer at that port of the fact by means of form M. 28. To enable him to comply with the foregoing the master should keep an adequate supply of form M. 28 on board ship.

7. Crews or single seamen must be engaged before a proper officer. Where an agreement is already in existence, single seamen, including substitutes, should sign this.

8. The master shall at the beginning of every voyage or engagement cause a legible copy of the agreement (omitting the signatures) to be framed and displayed in some conspicuous place on board the ship which is accessible to the crew, and must cause it to be kept so framed and displayed during its currency.

9. Die indiensneming van plaasvervangers van seelui wat gesterf het of die skip verlaat het binne 24 uur nadat dit ter see uitgevaar het, moet, waar moontlik, voor 'n bevoegde beampte gedoen word, maar indien nie, moet die gesagvoerder so spoedig moontlik die ooreenkoms aan die plaasvervangers laat oorlees en verduidelik in die teenwoordigheid van 'n getuie wat hul handtekeninge moet waarmerk.

10. Die gesagvoerder moet binne 48 uur na die skip se aankoms by sy laaste bestemmingshawe vir die reis of onderneming of by die ontslag van die bemanning, watter gebeurtenis ook al eerste plaasvind, die ooreenkoms lewer aan die bevoegde beampte, wat aan die gesagvoerder 'n sertifikaat van daardie aflewering moet gee.

11. Elke seeman wat die ooreenkoms onderteken het, moet in die teenwoordigheid van 'n bevoegde beampte en ooreenkomstig die bepalings van die Wet ontslaan word.

12. By die ontslag van 'n seeman moet die gesagvoerder 'n ontslagsertifikaat aan hom uitreik.

13. By die ontslag van 'n seeman moet die gesagvoerder enige bekwaamheid- of bevoegdheidsertifikaat wat aan hom behoort en wat in die bewaring van die gesagvoerder mag gewees het, aan hom terugbesorg.

14. Wanneer 'n seeman ontslaan word, moet die gesagvoerder aan die bevoegde beampte voor wie die ontslag plaasvind 'n verslag verstrek waarin die gedrag, karakter en kwalifikasies van die seeman beskryf word, of waarin verklaar word dat hy weier om 'n mening daaroor uit te spreek. As die gesagvoerder in sy verslag verklaar dat hy weier om 'n mening oor die gedrag, karakter of kwalifikasies van die seeman uit te spreek, moet hy sy redes vir sodanige weiering in die amptelike skeepsjoernaal aanteken en moet hy, as die seeman dit verlang, aan hom, in die teenwoordigheid van die bevoegde beampte, die redes aldus aangeteken, voorlees.

15. Geen uitwissing, deurhaling of verandering in die ooreenkoms (behalwe byvoegings wat gemaak is ten einde plaasvervangers, of persone in diens geneem na die eerste vertrek van die skip, in te skeep) is van krag of gevolg nie, tensy daardeur die skriftelike waarmerking van 'n bevoegde beampte bewys word dat dit gemaak is met die toestemming van die lede van die bemanning wat belang het by so 'n uitwissing, deurhaling of verandering.

16. Enige persoon wat 'n dokument wat kragtens die Wet uitgereik is, vervals, of wat valse voorstellings maak met die doel om die uitreiking van enige dokument kragtens die Wet te verkry, is aan misdryf skuldig en is by skuldigbevinding strafbaar met 'n boete van £500 of twee jaar gevangenisstraf of met sowel die boete as gevangenisstraf.

17. Die aandag van die gesagvoerder word gevestig op artikel *eenhonderd vier-en-vyftig* van die Wet, wat handel oor „ noodleniging aan en onderhoud van nooddruftige seelui " en wat soos volg lui:—

„ 154. (1) In hierdie artikel en artikel *eenhonderd vyf-en-vyftig*, beteken—

(*a*) , nooddruftige seeman ' ook 'n gesagvoerder, seeman of leerling-offisier—

(i) wat 'n Suid-Afrikaanse burger is en wat vanweë sy ontslag uit diens op of sy agterlating deur of vanweë die skipbreuk van 'n skip (behalwe 'n Suid-Afrikaanse skip) op 'n plek buite die Unie, op daardie plek in nood verkeer; of

(ii) wat, hetsy hy 'n Suid-Afrikaanse burger is al dan nie, vanweë sy ontslag uit diens op of agterlating deur of die skipbreuk van 'n Suid-Afrikaanse skip op 'n plek buite die Unie, op daardie plek in nood verkeer;

(*b*) , onkoste van repatriasie ' onkoste wat opgeloop is met die terugstuur van 'n nooddruftige seeman na 'n tuishawe en met die verskaffing aan hom van nodige klere en onderhoud tot sy aankoms by bedoelde hawe, en ook, in die geval van 'n skipbreukeling-seeman, die terugbetaling van onkoste opgeloop met sy vervoer na 'n hawe na skipbreuk en sy onderhoud onderwyl hy aldus vervoer word; en

(*c*) , uitgesonderde onkoste ' onkoste van repatriasie wat opgeloop is in gevalle waar die oorsaak van die agterlating van die seeman drosting is of afwesigheid sonder verlof of gevangenisstraf weens wangedrag of ontslag uit diens op sy skip deur 'n seehof op grond van wangedrag.

(2) As 'n nooddruftige seeman aansoek by 'n bevoegde beampte doen, maak daardie beampte volgens die regulasies voorsiening vir die terugkeer van daardie seeman na 'n tuishawe, asook vir genoemde seeman se nodige kleding en onderhoud tot sy aankoms by bedoelde hawe.

(3) 'n Nooddruftige seeman het geen reg op onderhoud of om na 'n tuishawe gestuur te word nie behalwe in die mate en op die voorwaardes wat in die regulasies bepaal word.

(4) Alle onkoste van repatriasie, behalwe uitgesonderde onkoste, wat ooreenkomstig die bepalings van hierdie Wet deur of namens die Staat opgeloop is, is 'n skuld aan die Staat waarvoor die eienaar van die skip waartoe die seeman ten opsigte van wie hulle opgeloop is, behoort het ten tyde van sy ontslag of van enige ander gebeurtenis as gevolg waarvan hy 'n nooddruftige seeman geword het, aanspreeklik is. Die eienaar is nie geregtig om op die seeman enige bedrag wat deur hom ter vereffening of gedeeltelike vereffening van bedoelde skuld aan die Staat betaal is, te verhaal nie.

(5) Alle uitgesonderde onkoste wat ooreenkomstig die bepalings van hierdie Wet deur of namens die Staat opgeloop is, is 'n skuld aan die Staat waarvoor die seeman ten opsigte van wie hulle opgeloop is, en die eienaar van die skip waartoe daardie seeman behoort het ten tyde van sy ontslag of enige ander gebeurtenis as gevolg waarvan hy 'n nooddruftige seeman geword het, gesamentlik en afsonderlik aanspreeklik is. Die eienaar is geregtig om op die seeman enige bedrag wat deur hom ter vereffening of gedeeltelike vereffening van bedoelde skuld aan die Staat betaal is, te verhaal, en kan soveel van enige loon verskuldig aan die seeman, as wat nodig mag wees, tot dekking van sy eis aanwend.

(6) Alle uitgesonderde onkoste wat ooreenkomstig die bepalings van hierdie Wet ten opsigte van 'n nooddruftige seeman deur die eienaar van die skip waartoe hy behoort het ten tyde van sy ontslag of enige ander gebeurtenis as gevolg waarvan hy 'n noodruftige seeman geword het, opgeloop is, is 'n skuld aan die eienaar waarvoor die seeman aanspreeklik is. Die eienaar kan soveel van enige loon verskuldig aan die seeman, as wat nodig mag wees, tot dekking van sy eis aanwend. Die eienaar is nie geregtig om op die seeman enige onkoste van repatriasie, behalwe uitgesonderde onkoste, te verhaal nie.

(7) By prosesverrigtings vir die verhaal van onkoste wat volgens subartikel (4) of (5) 'n skuld aan die Staat is, is die oorlegging van 'n rekening van die onkoste en bewys van betaling daarvan deur of namens of in opdrag van die Minister *prima facie* bewys dat die onkoste deur of namens die Staat ooreenkomstig die bepalings van hierdie Wet aangegaan of terugbetaal is."

18. Vir dienste gelewer in verband met die indiensneming, ontslag, ens., van seelui deur bevoegde beamptes buite die Unie, is die gelde wat verskyn in die Konsulêre Geldehandboek wat deur Statebond-owerhede uitgereik word, deur die gesagvoerder of sy agent betaalbaar.

M. 16.
BYLAE E.

UNIE VAN SUID-AFRIKA.

(_____manne.)

DEPARTEMENT VAN DOEANE EN AKSYNS (MARINE-AFDELING).

[HANDELSKEEPVAARTWET, 1951 (WET No. 57 VAN 1951).]

(Volbring in_____bladsye.)

OOREENKOMS MET DIE BEMANNING EN LYS VAN DIE BEMANNING GEKOMBINEER.

[Vir gebruik op 'n kusvaarder, of 'n vissersboot, robbe- of walvisvaarder met landbasis (artikel *eenhonderd-en-twee* van die Wet).]

LET WEL:—

(*a*) „ Kusvaarder " beteken 'n skip van hoogstens 1,000 bruto-registerton wat gebruik word op reise tussen hawens in dieselfde land, maar dit omvat nie 'n vissersboot of 'n robbe- of walvisvaarder nie.

(*b*) „ Vissersboot " beteken 'n skip van hoogstens 1,000 bruto-registerton wat vir gewin ter see visvang, maar dit omvat geen robbevaarder of walvisvaarder nie.

(*c*) „ Robbevaarder " beteken 'n skip van hoogstens 1,000 bruto-registerton wat uitsluitend vir robbevangs gebruik word.

(*d*) „ Walvisvaarder met landbasis " beteken 'n walvisvaarder wat sy gehele vangs vir verwerking in 'n fabriek wat aan wal in die Unie opgerig is, aflewer.

(*e*) „ Gesagvoerder " beteken, ten opsigte van 'n skip, iemand (behalwe 'n loods) wat toesig het of gesag voer oor bedoelde skip.

(*f*) 'n Ooreenkoms kan aangegaan word of vir diens op 'n bepaalde skip of vir diens in twee of meer skepe wat aan dieselfde eienaar behoort.

9. The engagement of substitutes for seamen who have died or left the ship within 24 hours of her putting to sea, shall, whenever possible, be made before a proper officer, but if not, the master shall as soon as possible have the agreement read over and explained to the substitutes in the presence of a witness, who shall attest their signatures.

10. The master shall within 48 hours after the ship's arrival at her final port of destination for the voyage or engagement or upon the discharge of the crew, whichever event first occurs, deliver the agreement to the proper officer, who shall give the master a certificate of that delivery.

11. Each seaman who has signed the agreement, must be discharged in the presence of a proper officer and in accordance with the provisions of the Act.

12. Upon the discharge of a seaman the master shall issue to him a certificate of discharge.

13. Upon the discharge of a seaman the master shall return to him any certificate of competency or qualification belonging to him which may have been in the custody of the master.

14. When a seaman is discharged, the master shall furnish to the proper officer before whom the discharge is made a report describing the conduct, character and qualifications of the seaman, or stating that he declines to express an opinion thereon. If the master states in his report that he declines to express an opinion on the conduct, character or qualifications of the seaman, he shall enter in the official log-book his reasons for so declining, and shall, upon the request of the seaman, read out to him, in the presence of the proper officer, the reasons so entered.

15. No erasure, interlineation or alteration in the agreement (except additions made for the purpose of shipping substitutes, or persons engaged after the first departure of the ship) shall be of force or effect unless proved by the written attestation of a proper officer to have been made with the consent of the members of the crew interested in such erasure, interlineation or alteration.

16. Any person who forges any document issued under the Act or who makes any false representation for the purpose of procuring the issue of any document under the Act shall be guilty of an offence and shall be liable on conviction to a fine of £500 or two years' imprisonment or both such fine and imprisonment.

17. The attention of the master is drawn to section *one hundred and fifty-four* of the Act, dealing with " relief and maintenance of distressed seamen " and which reads as follows:—

" 154. (1) In this section and in section *one hundred and fifty-five*—

(*a*) ' distressed seaman ' includes any master, seaman or apprentice-officer—

(i) who is a South African citizen and who by reason of having been discharged or left behind from or shipwrecked in any ship other than a South African ship at a place outside the Union, is in distress at that place; or

(ii) whether he is a South African citizen or not, who, by reason of having been discharged or left behind from or shipwrecked in any South African ship at a place outside the Union, is in distress at that place;

(*b*) ' repatriation expenses ', means expenses incurred in returning a distressed seaman to a proper return port and in providing him with necessary clothing and maintenance until his arrival at such port and includes, in the case of a shipwrecked seaman, the repayment of expenses incurred in conveying him to port after shipwreck and maintaining him while being so conveyed; and

(*c*) ' excepted expenses ' means repatriation expenses incurred in cases where the cause of the seaman's being left behind is desertion or absence without leave or imprisonment for misconduct or discharge from his ship by a maritime court on the ground of misconduct.

(2) The proper officer shall on application being made to him by a distressed seaman, provide in terms of the regulations for the return of that seaman to a proper return port, and also for the said seaman's necessary clothing and maintenance until his arrival at such port.

(3) A distressed seaman shall not have any right to be maintained or sent to a proper return port except to the extent and on the conditions provided for in the regulations.

(4) All repatriation expenses, other than excepted expenses, incurred by or on behalf of the State in accordance with the provisions of this Act shall constitute a debt due to the State for which the owner of the ship to which the seaman in respect of whom they were incurred belonged at the time of his discharge or other event which resulted in his becoming a distressed seaman shall be liable. The owner shall not be entitled to recover from the seaman any amount paid by him to the State in settlement or part settlement of such debt.

(5) All excepted expenses incurred by or on behalf of the State in accordance with the provisions of this Act shall constitute a debt due to the State for which the seaman in respect of whom they were incurred and the owner of the ship to which that seaman belonged at the time of his discharge or other event which resulted in his becoming a distressed seaman shall be jointly and severally liable. The owner shall be entitled to recover from the seaman any amount paid by him to the State in settlement or part settlement of such debt, and may apply to the satisfaction of his claim so much as may be necessary of any wages due to the seaman.

(6) All excepted expenses incurred in accordance with the provisions of this Act in respect of any distressed seaman by the owner of the ship to which he belonged at the time of his discharge or other event which resulted in his becoming a distressed seaman shall constitute a debt due to the owner for which the seaman shall be liable. The owner may apply to the satisfaction of his claim so much as may be necessary of any wages due to the seaman. The owner shall not be entitled to recover from the seaman any repatriation expenses other than excepted expenses.

(7) In any proceedings for the recovery of any expenses which in terms of sub-section (4) or (5) are a debt due to the State the production of an account of the expenses and proof of payment thereof by or on behalf of or under the direction of the Minister shall be *prima facie* evidence that the expenses were incurred or repaid in accordance with the provisions of this Act by or on behalf of the State."

18. For services rendered in connection with the engagement, discharge, etc., of seamen by proper officers outside the Union, the fees appearing in the Consular Fees Handbook issued by Commonwealth authorities, are payable by the master or his agent.

M. 16.

ANNEXURE E.

UNION OF SOUTH AFRICA.

(_____men.)

DEPARTMENT OF CUSTOMS AND EXCISE (MARINE SECTION).

[MERCHANT SHIPPING ACT, 1951 (ACT NO. 57 OF 1951).]

(Executed in _____pages.)

AGREEMENT WITH THE CREW AND LIST OF THE CREW COMBINED.

[For use with a coasting ship, or a fishing, sealing or shore-based whaling boat (section *one hundred and two* of the Act).]

NOTES:—

(*a*) " Coasting ship " means a ship of not more than 1,000 gross register tons employed in plying between ports in the same country, but does not include any fishing, sealing or whaling boat.

(*b*) " Fishing boat " means any ship of not more than 1,000 gross register tons engaged in sea fishing for profit, but does not include any sealing boat or whaling boat.

(*c*) " Sealing boat " means any ship of not more than 1,000 gross register tons exclusively employed in seal-catching.

(*d*) " Shore-based whaling boat " means a whaling boat which delivers the whole of its catch to be processed in a factory established ashore in the Union.

(*e*) " Master " means, in relation to a ship, any person (other than a pilot) having charge or command of such ship.

(*f*) An agreement may be made either for service in a particular ship or for service in two or more ships belonging to the same owner.

Beskrywing van handel (d.w.s. kusvaart, visvangs, robbe- of walvisvangs met landbasis).	Beskrywing van vaartuig of vaartuie.						
	Naam.*	Amptelike No.	Registrasie-hawe.	Hawe No. en datum van register.	Registertonnemaat.		Perdekrag van masjiene (indien enige).
					Bruto.	Netto.	

Naam van eienaar(s).	Adres.

Die verskeie persone wie se name hierin geteken is en wie se beskrywings hierin bevat is, onderneem hiermee om op genoemde skip(skepe) te dien in die verskeie hoedanighede soos teenoor hul onderskeie name aangetoon, op 'n reis vanaf(1)_____

En die verskeie persone soos voornoem, onderneem om hulle te gedra op 'n ordelike, getroue, eerlike en nugtere wyse, en om te alle tye ywerig te wees in hul onderskeie pligte, en om gehoorsaam te wees aan die wettige bevele van die gesagvoerder onder wie hulle dien, hul hoër offisiere en die eienaar, in alles betreffende die skip waarop hulle dien, die voorrade en vrag daarvan, hetsy aan boord, in bote of aan wal; en as vergoeding vir hierdie dienste wat behoorlik uitgevoer moet word, onderneem genoemde gesagvoerder/eienaar hiermee om voornoemde persone te beloon(2) en te voorsien van proviand en akkommodasie ooreenkomstig die bepalings van enige lopende ooreenkoms of uitspraak kragtens die Nywerheid-versoeningswet, 1937 (Wet No. 36 van 1937), of waar daar nie so 'n ooreenkoms of uitspraak gemaak is nie, om aan hulle as loon(2) te betaal die bedrae wat onderskeidelik teenoor hul name aangegee is, en om hulle te voorsien van proviand volgens die skaal hierin gedruk. Genoemde gesagvoerder/eienaar onderneem verder om, ten opsigte van kadette in hierdie ooreenkoms ingeskryf, hulle op te lei of te laat oplei in navigasie en seemanskap of in ingenieurswese (na gelang van die geval) en in die pligte van 'n skeepsoffisier.

En hiermee word onderneem dat enige ontvreemding of opsetlike of nalatige vernietiging van enige deel van die skeepsvrag of -voorrade aan die eienaar vergoed sal word uit die loon van die skuldige persoon.

Voorts word daar ooreengekom dat, indien enige persoon wie se naam hierin geteken is, hom inskryf in 'n hoedanigheid waarvoor hy onbevoegd is, hy aan degradering onderworpe sal wees.

En daar word ook ooreengekom dat die bykomstige klousules op bladsye_____en die regulasies wat deur die Minister van Finansies goedgekeur is en wat hierin gedruk is en genommer is_____(3) deur die partye hiertoe aanvaar word, en as by hierdie ooreenkoms ingesluit geag sal word; en daar word ook ooreengekom dat, indien enige van voornoemde persone beskou dat hy veronreg is deur enige skending van die ooreenkoms of andersins, hy dit op 'n stemmige en ordelike wyse sal voorlê aan die gesagvoerder of offisier in bevel van die skip of aan die eienaar wat dan sodanige stappe sal doen as wat die saak mag vereis; en daar word ook bepaal dat voorskotte op rekening en toewysings van dele van lone gemaak sal word soos gespesifiseer teenoor die name van die onderskeie persone in die kolomme wat vir daardie doel voorsien is.

En daar word ook ooreengekom dat(4)_____

Ten getuie waarvan genoemde partye hul name hierin geteken het, op die datums wat teenoor hul onderskeie handtekeninge verskyn.

Geteken deur_____Gesagvoerder/Eienaar, op die_____dag van_____19____

Aanvang van reis of onderneming.		Hierdie kolomme moet by beëindiging van ooreenkoms voltooi word.		
		Beëindiging van reis of onderneming.		Hierby bevestig ek die waarheid van die inskrywings in hierdie dokument.
Datum.	Plek.	Datum.	Plek.	
				Gesagvoerder/Eienaar.

* Plaas S.S. voor naam indien dit 'n stoomskip is, M.V. indien dit 'n motorvaartuig is en „ Seil " indien dit 'n seilskip is.

(1) Hier moet die aard en, vir sover doenlik, die duur van die voorgenome reis of onderneming ingevul word.

(2) Behoudens die bepalings van enige ooreenkoms of uitspraak kragtens Wet No. 36 van 1937, moet maandelikse lone bereken word op die basis van 'n kalendermaand en lone vir dae in 'n onvoltooide maand op die basis van 'n maand van 30 dae.

(3) Hier moet die nommers ingevul word van enige van die regulasies vir die handhawing van dissipline wat deur die Minister goedgekeur is en wat op bladsy_____ hiervan gedruk is, en wat die partye inwillig om te aanvaar.

(4) Hier kan enige ander bepalings ingevul word waartoe die partye ooreenkom en wat nie strydig is met die bedoelings van die Wet nie.

L.W.—'n Amptelike skeepsjoernaal moet aan boord gehou word ten opsigte van elke skip.

L.W.—Hierdie vorm moet nie losgetrek word nie. Geen blaaie mag verwyder, bygevoeg of vervang word nie. Ten tye van indiensneming moet sorg gedra word dat 'n vorm wat groot genoeg is, gebruik word. As meer persone gedurende die loop van die ooreenkoms in diens geneem word as die aantal vir wie se handtekeninge in hierdie vorm ruimtes gelaat is, moet 'n addisionele vorm verkry en gebruik word.

Description of Trade (i.e. coasting, fishing, sealing or shore-based whaling).	Description of Vessel or Vessels.						
	Name.*	Official No.	Port of Registry.	Port No. and Date of Register.	Register Tonnage.		Horse Power of Engines (if any).
					Gross.	Net.	

Name of Owner(s).	Address.

The serveral persons whose names are hereto subscribed, and whose descriptions are contained herein, hereby agree to serve on board the said ship(s), in the several capacities expressed against their respective names on a voyage from(1)_____

And the several persons as aforesaid, agree to conduct themselves in an orderly, faithful, honest and sober manner, and to be at all times diligent in their respective duties, and to be obedient to the lawful commands of the master under whom they serve, their superior officers and the owner, in everything relating to the ship on which they are employed, the stores and cargo thereof, whether on board, in boats or on shore; in consideration of which services to be duly performed, the said master/owner hereby agrees to remunerate(2) the aforesaid persons and to supply them with provisions and accommodation in accordance with the provisions of any current agreement or award under the Industrial Conciliation Act, 1937 (Act No. 36 of 1937) or where no such agreement or award has been made, to pay them as wages(2) the sums against their names respectively expressed, and to supply them with provisions according to the scale printed herein. The said master/owner further undertakes, in respect of cadets entered in this agreement, to train them or cause them to be trained in navigation and seamanship or in engineering (as the case may be) and in the duties of a ship's officer.

And it is hereby agreed that any embezzlement or wilful or negligent destruction of any part of a ship's cargo or stores shall be made good to the owner out of the wages of the person guilty of the same.

And it is further agreed that if any person whose name is hereto subscribed, enters himself in a capacity for which he is incompetent he is liable to be disrated.

And it is also agreed that the additional clauses on pages _____ and the regulations approved by the Minister of Finance which are printed herein and numbered_____(3) are adopted by the parties hereto, and shall be considered as embodied in this agreement; and it is also agreed that if any of the aforesaid persons considers himself to be aggrieved by any breach of this agreement or otherwise, he shall represent the same to the master or officer in charge of the ship or owner in a quiet and orderly manner, who shall thereupon take such steps as the case may require; and it is also stipulated that advances on account and allotments of part of wages shall be made as specified against the names of the respective persons in the columns provided for that purpose.

And it is also agreed that(4)_____

In witness whereof the said parties have subscribed their names herein, on the dates mentioned against their respective signatures.

Signed by_____Master/Owner, on the_____day of_____19____

Commencement of Voyage or Engagement.		These columns to be completed on termination of agreement.		
		Termination of Voyage or Engagement.		I hereby declare to the truth of the entries in this document.
Date.	Place.	Date.	Place.	
				Master/Owner.

* Place S.S. before name if steamship, M.V. if motor vessel and " Sailing " if sailing ship.

(1) Here are to be inserted the nature and, as far as practicable, the duration of the intended voyage or engagement.

(2) Subject to the provisions of any agreement or award under Act No. 36 of 1937, monthly wages should be calculated on the basis of a calendar month and wages for days in an incomplete month on the basis of a 30-day month.

(3) Here are to be inserted the numbers of any of the regulations for preserving discipline approved by the Minister and printed on page_____ hereof, which the parties agree to adopt.

(4) Here any other stipulations may be inserted to which the parties agree and which are not contrary to the intent and purposes of the Act.

N.B.—An official log-book must be kept on board in respect of each ship.

N.B.—This form must not be unstitched. No leaves may be taken out of it and none may be added or substituted. Care should be taken at the time of engagement that a sufficiently large form is used. If more men are engaged during the course of the agreement than the number for whose signatures spaces are provided in this form, an additional form should be obtained and used.

BYKOMSTIGE KLOUSULES.

SKAAL VAN PROVIAND.

[Voorgeskryf kragtens artikel *eenhonderd ses-en-vyftig* van die Handelskeepvaartwet, No. 57 van 1951, vir elke skip van meer as 100 bruto-registerton (behalwe in gevalle waar 'n lid van die bemanning sy eie proviand voorsien).]

(LET WEL.—Wanneer nie-blankes wat nie aan 'n dieët vir blankes gewoond is nie deel van die bemanning uitmaak, kan die bevoegde beampte in die plek van ondergenoemde skaal 'n ander voldoende skaal van proviand goedkeur.

Artikel.	*Toelae per week.*
Water	28 kwarte.
Sagte-brood	7 lb.
Vars vleis	8¾ lb.
Vars vis, Eiers, Gerookte ham of spek	Sien Opmerking (1) hieronder en paragrawe 3, 4 en 5 van Voorwaardes en Uitsonderings.
Aartappels	7 lb.
Gedroogde of saamgepersde groente	½ lb.
Ertjies, gesplete	¼ lb.
Groenertjies, snyboontjies of botterboontjies	1¼ lb.
Fynmeel	2 lb.
Rys	6 ons.
Hawermeel, hawermout of soortgelyke graankos	6 ons.
Tee	3 ons.
Koffie (wat hoogstens 25 persent sigorei bevat)	2 ons.
of	
Kakao (of sjokolade)	3 ons.
Suiker [sien Opmerking (2) hieronder]	1½ lb.

Artikel.	*Toelae per week.*
Melk—	
Blikkiesmelk	9½ ons.
of	
Melkpoeier	4 ons.
Melk vir kookdoeleindes—	
Blikkiesmelk	4¾ ons.
of	
Melkpoeier	2 ons.
Botter [sien Opmerking (2) hieronder]	¾ lb.
Marmelade of konfyt	½ lb.
Stroop	2 ons.
Kaas	4 ons.
Niervet	4 ons.
Atjar	¼ pint.
Uie	½ lb.
Droëvrugte	5 ons.
Fynsout	2 ons.
Mosterd	¼ ons.
Peper	¼ ons.
Kerriepoeier	¼ ons.

OPMERKING:—

(1) Die beperking op die gebruik van vars vis, eiers en gerookte ham of spek as die ekwivalente van vars vleis beteken dat die maksimum hoeveelheid wat van die weeklikse rantsoen vars vleis afgetrek kan word ten opsigte van hierdie ekwivalente 2 lb. 3 ons is.

(2) Die hoeveelhede suiker en botter wat in bostaande skaal aangegee word, sluit nie die hoeveelhede in wat vir die voorbereiding van maaltye gebruik word nie.

VOORWAARDES EN UITSONDERINGS BY DIE TOEPASSING VAN DIE SKAAL.

1. *Algemeen.*—Die uitreiking van die proviand waarvan in bostaande skaal melding gemaak word, moet dwarsdeur die week redelik versprei word; en in die geval van water, sagte-brood, vleis en aartappels moet die uitreiking elke dag ongeveer dieselfde wees.

2. *Brood.*—Die uitreiking van sagte-brood, ooreenkomstig die skaal, word nie vereis—

(*a*) op 'n skip van minder as 1,000 bruto-registerton; of

(*b*) indien onstuimige weer of siekte, of afwesigheid van kok, of gevalle van oormag die bak van brood onuitvoerbaar maak nie; maar wanneer sagte-brood nie gebruik word nie, moet 'n gelykstaande hoeveelheid beskuit wat in verseëlde blikke bewaar word in die plek daarvan gebruik word.

3. *Vleis.*—Die woord „vleis" sluit „varkvleis" in. Die gewig van vars vleis is die gewig, insluitende vet en been, voordat dit berei word om gekook te word. Wanneer vars vleis nie beskikbaar is nie, kan dit deur sout- of ingelegde vleis vervang word in die verhouding van ¾ lb. soutvleis of ½ lb. ingelegde vleis vir 1 lb. vars vleis. Vars afval en vars wors tel as die ekwivalent van vars vleis. Ander wors tel as ingelegde vleis. Gerookte ham of spek moet, indien dit teen redelike prys verkrygbaar is, voorsien word in die mate van 6 ons weekliks, maar hoogstens 8 ons, en tel as ingelegde vleis.

OPMERKING.—In skepe sonder 'n yskas is dit onwenslik om aan te neem dat vars vleis in 'n goeie toestand behoue sal bly vir meer as 15 dae vanaf die datum waarop dit aan boord gebring word.

4. *Vis.*—Die gewig van vars vis is die bruto-gewig voordat dit berei word om gekook te word. Vars vis tot 'n hoeveelheid van hoogstens 1½ lb. per week kan in die plek van vars vleis gebruik word en word geag as gelykstaande met twee-derdes van sy gewig vars vleis. In enige week waarin minder as 8 ons vars vis uitgereik word, moet vis van 'n vetagtige soort uitgereik word, soos gerookte haring of blikkies-salm, harings, pelsers of sardientjies, waarvan die gewig een-helfte moet wees van die hoeveelheid waarmee die vars vis wat uitgereik is minder is as 8 ons. Gedroogde vis of blikkies-salm, harings, pelsers of sardientjies kan gebruik word in die plek van vars vis in die verhouding van 1½ ons gedroogde vis of 1 ons blikkies-vis tot 2 ons vars vis.

5. *Eiers.*—Minstens vier eiers, vars of in die dop bewaar, moet gedurende die eerste veertien dae van enige reis wat by 'n Unie-hawe begin, uitgereik word, en vir elke week daarna moet twee eiers uitgereik word, indien dit verkrygbaar is teen 'n redelike prys en indien daar fasiliteite is vir hulle bewaring. Elke eier wat só uitgereik word, word as gelykstaande geag met 1½ ons vars vleis ooreenkomstig die skaal. Meer eiers as wat hierbo genoem is, kan uitgereik word, maar daar sal nie geag word dat hulle by die skaal ingesluit is nie.

6. *Aartappels.*—Vars aartappels (wanneer in goeie toestand verkrygbaar) moet uitgereik word vir ten minste die eerste agt weke van die reis in die geval van elke skip wat 'n Unie-hawe verlaat. Wanneer vars aartappels nie aldus uitgereik word nie, moet 'n gelyke hoeveelheid rys, patats, of groente wat in blikke ingelê is, of 'n gelykstaande hoeveelheid gedroogde of saamgepersde aartappels of gedroogde of saamgeperste groente in die verhouding van 1 lb. tot 6 lb. vars aartappels, of vars brood in die verhouding van 1 lb. brood tot 1 lb. vars aartappels, in die plek daarvan uitgereik word.

7. *Melkpoeier.*—Melkpoeier mag in die plek van blikkiesmelk uitgereik word slegs as die toestande aan boord sulks is dat dit in goeie toestand gehou kan word, in 'n koel, droë plek, vir die tydperk waarin dit benodig mag word.

8. *Groente.*—Vars groente moet so dikwels moontlik voorsien word, indien dit verkrygbaar is teen redelike prys en indien dit nie nadelig vir die gesondheid is nie. Op elke dag wanneer ½ lb. vars groente (of groente wat in blikke ingelê is) voorsien word, moet dit vir die toepassing van die skaal geag word as gelykstaande met een dag se rantsoen gedroogde of saamgepersde groente en van groen-ertjies, snyboontjies of botterboontjies.

9. *Droëvrugte.*—Droëvrugte wat ooreenkomstig bostaande skaal uitgereik word, moet rosyntjies, sultanas, korente, vye, pruimedante, appels, perskes of appelkose wees.

10. *Uie.*—Uie wat ooreenkomstig bostaande skaal uitgereik word, moet vars of gedroogde uie wees wanneer dit die seisoen daarvoor is; en wanneer dit nie die seisoen vir vars of gedroogde uie is nie, moet 'n gelyke hoeveelheid uie of ander groente wat in blikke ingelê is, of 'n gelykstaande hoeveelheid droë of saamgepersde uie of ander groente in die verhouding van 1 ons tot ½ lb. vars uie, uitgereik word.

11. Stookruimwerkers moet elke dag terwyl die skip onder stoom is, voldoende hawermeel en 'n ekstra een kwart water ontvang.

OPMERKING.—In enige geval waar proviand wat in blikke is uitgereik word, moet die gewig daarvan bereken word sonder inbegrip van die houer.

PLAASVERVANGERS EN EKWIVALENTE (MOET NIE GEBRUIK WORD SONDER BILLIKE REDE NIE).

Soutvleis	¾ lb.	Moet gelykstaande geag word met 1 lb. vars vleis.
Ingelegde vleis	½ lb.	
Koffie	1 ons.	Moet as gelykstaande geag word.
Kakao of sjokolade	1½ ons.	
Tee	½ ons.	
Fynmeel	1 lb.	Moet as gelykstaande geag word.
Beskuit	1 lb.	
Rys	1 lb.	
Hawermeel, hawermout of soortgelyke graankos	1 lb.	

Gesplete ertjies	½ lb.	Moet as gelykstaande geag word wanneer dit saam met vleis-rantsoen uitgereik word.
Fynmeel	¾ lb.	
Groen-ertjies, sny- of botterboontjies	½ lb.	
Rys	¾ lb.	
Marmelade	1 lb.	Moet as gelykstaande geag word.
Konfyt	1 lb.	
Stroop	1 lb.	
Botter	½ lb.	
Kaas	½ lb.	
Blikkiesmelk	9½ ons.	Moet as gelykstaande geag word.
Melkpoeier	4 ons.	
Mosterd, Kerriepoeier		Moet as gelykstaande geag word.

ADDITIONAL CLAUSES.

SCALE OF PROVISIONS.

[Prescribed under section *one hundred and fifty-six* of the Merchant Shipping Act, No. 57 of 1951, for every ship of more than 100 gross register tons (except in cases where any member of the crew furnishes his own provisions).]

(NOTE.—Where non-Europeans who are not accustomed to a European dietary, form part of the crew, the proper officer may approve in place of the undermentioned scale another adequate scale of provisions).

Article.	*Allowance per Week.*
Water	28 quarts.
Soft bread	7 lb.
Fresh meat	8¾ lb.
Fresh fish, Eggs, Smoked ham or bacon	See Note (1) below and paragraphs 3, 4 and 5 of Conditions and Exceptions.
Potatoes	7 lb.
Dried or compressed vegetables	½ lb.
Peas, split	¼ lb.
Green peas, haricot beans or butter beans	1¼ lb.
Flour	2 lb.
Rice	6 oz.
Oatmeal, rolled oats or similar cereal	6 oz.
Tea	3 oz.
Coffee (containing not more than 25 per cent chicory)	2 oz.
or	
Cocoa (or chocolate)	3 oz.
Sugar [see Note (2) below]	1½ lb.
Milk—	
Condensed	9⅓ oz.
or	
Dried	4 oz.
Milk for cooking—	
Condensed	4⅔ oz.
or	
Dried	2 oz.
Butter [see Note (2) below]	¾ lb.
Marmalade or jam	½ lb.
Syrup	2 oz.
Cheese	4 oz.
Suet	4 oz.
Pickles	¼ pint.
Onions	½ lb.
Dried fruit	5 oz.
Fine salt	2 oz.
Mustard	¼ oz.
Pepper	¼ oz.
Curry powder	¼ oz.

NOTE:—

(1) The limitation on the use of fresh fish, eggs and smoked ham or bacon as equivalents for fresh meat means that the maximum amount which can be deducted from the weekly ration of fresh meat, in respect of these equivalents, is 2 lb. 3 oz.

(2) The amounts of sugar and butter shown in the above scale are exclusive of the amounts used in the preparation of meals.

CONDITIONS AND EXCEPTIONS IN APPLYING SCALE.

1. *General.*—The issue of the provisions referred to in the above scale shall be reasonably distributed throughout the week; and in the case of water, soft bread, meat and potatoes the issue shall be approximately equal each day.

2. *Bread.*—The issue of soft bread under the scale shall not be required—

(*a*) in a ship of less than 1,000 gross register tons; or

(*b*) if rough weather or illness, or absence of cook, or *force majeure* renders the making of bread impracticable;

but where soft bread is not used, an equivalent amount of biscuit stored in sealed tins shall be used instead.

3. *Meat.*—The term " meat " includes " pork ". The weight of fresh meat is the weight, including fat and bone, before preparation for cooking. When fresh meat is not available, salt or preserved meat may be substituted in the proportion of ¾ lb. of salt meat or ½ lb. of preserved meat for 1 lb. of fresh meat. Fresh offal and fresh sausage count as the equivalent of fresh meat. Other sausage counts as preserved meat. Smoked ham or bacon should, when procurable at reasonable cost, be supplied to the extent of 6 oz. weekly, but not exceeding 8 oz., and count as preserved meat.

NOTE.—In ships with no refrigerator it is undesirable that reliance should be placed on fresh meat keeping in good condition for more than 15 days from the date on which it is taken on board.

4. *Fish.*—The weight of fresh fish is the gross weight before preparation for cooking. Fresh fish up to an amount not exceeding 1½ lb. per week may be substituted for fresh meat and shall be regarded as equivalent to two-thirds of its weight of fresh meat. In any week in which less than 8 oz. of fresh fish are issued there shall be issued fish of a fatty type, such as kippers or tinned salmon, herrings, pilchards or sardines, the weight of which shall be one-half the amount by which the fresh fish issued is less than 8 oz. Dried fish or tinned salmon, herrings, pilchards or sardines may be substituted for fresh fish in the proportion of 1½ oz. of dried fish or 1 oz. of tinned fish to 2 oz. of fresh fish.

5. *Eggs.*—Not less than four eggs, fresh or preserved in shell, shall be issued during the first fortnight of any voyage starting from a Union port, and two eggs for each week thereafter should be issued, if obtainable at a reasonable price, and if there are facilities for keeping them. Each egg so issued shall be regarded as the equivalent of 1½ oz. of fresh meat under the scale. Eggs in excess of these may be issued, but shall not count against the scale.

6. *Potatoes.*—Fresh potatoes (when procurable in sound condition) must be issued for at least the first eight weeks of the voyage in the case of every ship leaving a Union port. When fresh potatoes are not so issued, an equal amount of rice, sweet potatoes, or vegetables preserved in tins, or an equivalent amount of dried or compressed potatoes or dried or compressed vegetables in the proportion of 1 lb. to 6 lb. of fresh potatoes, or fresh bread in the proportion of 1 lb. of bread to 1 lb. of fresh potatoes, must be issued in their place.

7. *Dried Milk.*—Dried milk may only be issued in lieu of condensed milk where the conditions on board are such as to enable it to be kept in good condition, in a cool, dry place, for the period during which it may be required.

8. *Vegetables.*—Fresh vegetables should be supplied as often as possible when they can be procured at a reasonable cost and are not likely to be injurious to health. On each day when ½ lb. of fresh vegetables (or vegetables preserved in tins) is supplied, these are to be regarded for purposes of the scale as equivalent to one day's supply of dried or compressed vegetables and of green peas, haricot or butter beans.

9. *Dried Fruits.*—Dried fruits issued under the above scale must be raisins, sultanas, currants, figs, prunes, apples, peaches or apricots.

10. *Onions.*—The onions to be issued under the above scale must be fresh or dried onions when in season; and when fresh or dried onions are not in season, an equal amount of onions or other vegetables preserved in tins, or an equivalent amount of dried or compressed onions or other vegetables in the proportion of 1 oz. to ½ lb. of fresh onions must be issued.

11. The stokehold hands are to receive sufficient oatmeal and one quart of water extra daily while under steam.

NOTE.—In any case where tinned provisions are issued, the weight thereof shall be calculated exclusive of the container.

SUBSTITUTES AND EQUIVALENTS (NOT TO BE USED WITHOUT REASONABLE CAUSE).

Salt meat	¾ lb.	To be considered equal to 1 lb. fresh meat.
Preserved meat	½ lb.	
Coffee	1 oz.	To be considered equal.
Cocoa or chocolate	1½ oz.	
Tea	½ oz.	
Flour	1 lb.	To be considered equal.
Biscuit	1 lb.	
Rice	1 lb.	
Oatmeal, rolled oats or similar cereals	1 lb.	

Split peas	½ lb.	To be considered equal when issued with meat rations.
Flour	¾ lb.	
Green peas, haricot or butter beans	½ lb.	
Rice	¾ lb.	
Marmalade	1 lb.	To be considered equal.
Jam	1 lb.	
Syrup	1 lb.	
Butter	½ lb.	
Cheese	½ lb.	
Condensed milk	9½ oz.	To be considered equal.
Dried milk	4 oz.	
Mustard, Curry powder		To be considered equal.

POSISIES VAN DIE DEKLYNE EN LASLYNE.

LET WEL.—Hierdie besonderhede word vereis in die geval van vaartuie waarop die laslynregulasies, uitgevaardig kragtens Hoofstuk V van die Handelskeepvaartwet, 1951, van toepassing is.

Vryboord van deklyn.

Tropies..... _____voet_____duim.
Somer..... _____voet_____duim.
Winter..... _____voet_____duim.
Toelating vir soetwater vir alle vryboorde_____duim.

Laslyn.

(T) _____duim bo S.
(S) Bokant van lyn deur middelpunt van sirkel.
(W) _____duim onder S.

Die bokant van die deklyn vanwaar hierdie vryboorde gemeet is, is_____duim bo die bopunt van die_____dek aan die kant.

(Bostaande besonderhede moet van die plaaslike laslynsertifikaat verkry word.)

REGULASIES VIR DIE HANDHAWING VAN DISSIPLINE.

[Goedgekeur deur die Minister van Finansies kragtens artikel *eenhonderd-en-twee* (3) (*h*) van die Handelskeepvaartwet, 1951.]

Hierdie bepalings is afsonderlik van, en bykomstig by, dié wat in die Wet bevat word.

Almal of enige daarvan kan aanvaar word deur middel van ooreenkoms tussen 'n gesagvoerder of 'n eienaar en die seelui, en daarna sal die oortredings vermeld in dié regulasies wat so aanvaar is wetlik strafbaar wees met die toepaslike strawwe. Hierdie regulasies is egter nie van toepassing op gediplomeerde offisiere nie.

Hierdie regulasies is almal genommer, en die nommers van dié wat aanvaar word, moet ingevul word in die ruimtes wat vir daardie doel oopgelaat is in die ooreenkoms, bladsy_____, en enige van die regulasies wat nie aanvaar word nie moet geskrap word en die skraping moet onderteken word deur die bevoegde beampte voor wie die ooreenkoms aangegaan is.

Vir die doel om enige van die volgende strawwe wetlik te handhaaf, moet dieselfde stappe gedoen word as in die geval van ander oortredings wat strafbaar is kragtens die Wet; dit wil sê, 'n uiteensetting van die oortreding moet, onmiddellik nadat dit gepleeg is, deur die gesagvoerder in die amptelike skeepsjoernaal ingeskryf word en moet deur hom en deur 'n skeepsoffisier of een van die bemanning geteken word; en 'n afskrif van die inskrywing moet aan die oortreder verskaf word of aan hom voorgelees word voordat die skip 'n hawe bereik of van die hawe waar dit is, vertrek; en 'n inskrywing dat dit aldus aan die oortreder verskaf of aan hom voorgelees is, en van die antwoord, indien enige, van die oortreder, moet gemaak en geteken word op dieselfde wyse as die inskrywing van die oortreding. As die daad van wangedrag en die inskrywing in die skeepsjoernaal bewys word tot bevrediging van die bevoegde beampte voor wie die oortreder in die Unie ontslaan word of op wie se gesag die oortreder buite die Unie ontslaan word, moet die gesagvoerder of eienaar die boete van die oortreder se loon aftrek en 'n inskrywing met daardie strekking moet in die amptelike skeepsjoernaal gemaak en deur die bevoegde beampte geteken word. Die bedrag van die boete wat afgetrek word, moet aan daardie bevoegde beampte betaal word.

Indien die gesagvoerder dit goeddink om, as gevolg van latere goeie gedrag, enige boete op enige lid van sy bemanning, wat in die amptelike skeepsjoernaal aangeteken is, aan die lid terug te betaal of dit te verminder, en sy voorneme aan die bevoegde beampte te kenne gee, moet die boete dienooreenkomstig terugbetaal of verminder word, en 'n inskrywing van die feit in die amptelike skeepsjoernaal gemaak word.

No.	Oortreding.	Bedrag van boete vir eerste oortreding.	Bedrag van boete vir 'n tweede of volgende oortreding.	Handtekening van bevoegde beampte.
1	Om enige persoon aan boord van of behorende tot die skip te slaan of aan te rand (indien daar nie andersins opgetree word nie)	'n Bedrag gelykstaande aan een dag se loon	'n Bedrag gelykstaande aan twee dae se loon	
2	Om bedwelmende drank, dagga of ander verdowingsmiddels aan boord te bring of om aan boord van die skip in besit daarvan te wees	'n Bedrag gelykstaande aan een dag se loon	'n Bedrag gelykstaande aan twee dae se loon	
3	Dronkenskap.....	'n Bedrag gelykstaande aan een dag se loon	'n Bedrag gelykstaande aan twee dae se loon	
4	Om sonder die toestemming van die gesagvoerder enige vuurwapen, kneukelyster, gelaaide kierie, ploertedoder, swaardstok, jagmes, dolk, of enige ander gevaarlike wapen of gevaarlike instrument aan boord te bring of om aan boord in besit daarvan te wees, vir elke dag waarop 'n seeman so 'n wapen of instrument behou	'n Bedrag gelykstaande aan een dag se loon	'n Bedrag gelykstaande aan twee dae se loon	
5	Parmantige of minagtende taal of gedrag teenoor die gesagvoerder of enige offisier, of veronagsaming van enige wettige bevel, indien daar nie andersins volgens wet opgetree word nie	'n Bedrag gelykstaande aan een dag se loon	'n Bedrag gelykstaande aan twee dae se loon	
6	Afwesigheid sonder verlof (indien daar nie andersins volgens wet opgetree word nie) vir elke dag waarop sulke afwesigheid plaasvind	'n Bedrag gelykstaande aan een dag se loon	'n Bedrag gelykstaande aan twee dae se loon	

1. KORT OPSOMMING VAN DIE BEPALINGS VAN ARTIKELS *EENHONDERD-EN-TIEN* EN *EENHONDERD-EN-ELF* VAN DIE HANDELSKEEPVAARTWET, 1951.

Kinders.—Die indiensneming van 'n persoon onder die ouderdom van 15 jaar in enige hoedanigheid aan boord van 'n skip wat in die Unie geregistreer is of, indien dit nie in die Unie geregistreer is nie, wat geheel en al gebruik word op reise tussen Unie-hawens, is verbode.

Jong persone.—

(i) Die indiensneming van 'n persoon onder die ouderdom van 18 jaar op 'n skip as stoker of tremmer is verbode behalwe op skool- of opleidingskepe wat spesiaal deur die Minister goedgekeur is of op skepe wat hoofsaaklik anders as deur stoom voortbeweeg word. As 'n stoker of tremmer nodig is en geen persoon bo die ouderdom van 18 jaar beskikbaar is nie, mag jong persone bo die ouderdom van 16 jaar in diens geneem word, maar in sulke gevalle moet twee jong persone bo die ouderdom van 16 jaar in diens geneem word om die werk te doen wat andersins deur een persoon bo die ouderdom van 18 jaar verrig sou word.

(ii) Die ooreenkoms met die bemanning moet 'n lys bevat van alle lede van die bemanning onder die ouderdom van 18 jaar, met hul geboortedatums en die datums waarop hulle lede van die bemanning word of ophou om dit te wees.

(iii) Die eienaar of gesagvoerder mag nie wetend 'n jong persoon in diens neem nie, tensy daar aan die gesagvoerder 'n sertifikaat verstrek word wat deur 'n geneesheer wat deur die bevoegde beampte goedgekeur is, onderteken is, met die strekking dat hy geskik is vir indiensneming: Met dien verstande dat dit nie van toepassing is indien die jong persoon in diens geneem word op 'n skip waarop slegs lede van dieselfde familie diens doen, of indien die aanstelling op grond van dringende noodsaaklikheid geskied nie, maar in laasgenoemde geval moet die indienshouding nie langer as tot by die volgende aandoenhawe duur nie, tensy die sertifikaat getoon word.

(iv) Die in paragraaf (iii) hiervan vermelde sertifikaat, is geldig vir 'n tydperk van ses maande vanaf die datum waarop dit onderteken is, maar as genoemde tydperk in die loop van die reis van die skip verstryk, bly dit van krag tot die einde van die reis.

(v) Die voog van 'n jong persoon mag nie wetend veroorsaak of toelaat dat hy in diens geneem word in stryd met hierdie bepalings nie.

(vi) Die gesagvoerder moet op aanvraag deur 'n bevoegde beampte aan laasgenoemde die in paragraaf (iii) hiervan vermelde sertifikaat vertoon.

POSITIONS OF THE DECK LINES AND LOAD LINES.

NOTE.—These particulars are required in the case of vessels to which the load line regulations under Chapter V of the Merchant Shipping Act, 1951 apply.

Freeboard from Deck Line.

Tropical..... _____feet_____inches.
Summer..... _____feet_____inches.
Winter..... _____feet_____inches.
Allowance for fresh water for all freeboards_____inches.

Load Line.

(T) _____inches above S.
(S) Upper edge of line through centre of disc.
(W) _____inches below S.

The upper edge of the deck line from which these freeboards are measured is_____inches above the top of the_____ deck at side.

(Above particulars are to be taken from the local load line certificate.)

REGULATIONS FOR MAINTAINING DISCIPLINE.

[Approved by the Minister of Finance under section *one hundred and two* (3) (*h*) of the Merchant Shipping Act, 1951).]

These provisions are distinct from, and in addition to, those contained in the Act.

All or any of them may be adopted by agreement between a master or an owner and the seamen, and thereupon the offences specified in such of them as are so adopted will be legally punishable by the appropriate penalties. These regulations, however, do not apply to certificated officers.

These regulations are all numbered, and the numbers of such of them as are adopted must be inserted in the space left for that purpose in the agreement, page....., and any of the regulations which are not adopted must be deleted and the deletion signed by the proper officer before whom the agreement is entered into.

For the purpose of legally enforcing any of the following penalties, the same steps must be adopted as in the case of other offences punishable under the Act; that is to say, a statement of the offence must, immediately after its commission, be entered in the official log-book by the Master, and must be signed by him and by a ship's officer or one of the crew; and a copy of such entry must be furnished, or the same must be read over to the offender before the ship reaches any port or departs from the port at which she is; and an entry that the same has been so furnished or read over, and of the reply, if any, of the offender, must be made and signed in the same manner as the entry of the offence. If the act of misconduct and the entry in the log-book are proved to the satisfaction of the proper officer before whom the offender is discharged in the Union or by whose sanction the offender is discharged outside the Union, the Master or Owner must deduct the fine from the offender's wages and an entry to that effect must be made in the official log-book and signed by the proper officer. The amount of the fine deducted must be paid over to that proper officer.

If, in consequence of subsequent good conduct, the Master thinks fit to remit or reduce any fine upon any member of his crew, which has been entered in the official log-book, and signifies the same to the proper officer, the fine shall be remitted or reduced accordingly, and an entry made of the fact in the official log-book.

No.	Offence.	Amount of Fine for First Offence.	Amount of Fine for a Second or Subsequent Offence.	Signature of Proper Officer.
1	Striking or assaulting any person on board or belonging to the ship (if not otherwise prosecuted)	An amount equal to one day's wage	An amount equal to two days' wage	_____
2	Bringing or having on board intoxicating liquors, dagga or other narcotics	An amount equal to one day's wage	An amount equal to two days' wage	_____
3	Drunkenness.....	An amount equal to one day's wage	An amount equal to two days' wage	_____
4	Taking on board or having possession on board of any fire-arm, knuckle-duster, loaded cane, slung shot, sword-stick, bowie-knife, dagger, or any other dangerous weapon or dangerous instrument, without the concurrence of the Master, for every day during which a seaman retains such weapon or instrument	An amount equal to one day's wage	An amount equal to two days' wage	_____
5	Insolent or contemptuous language or behaviour to the master or any officer, or disobedience of any lawful command, if not otherwise dealt with according to law	An amount equal to one day's wage	An amount equal to two days' wage	_____
6	Absence without leave (if not otherwise dealt with according to law) for each day on which such absence occurs	An amount equal to one day's wage	An amount equal to two days' wage	_____

1. SHORT SUMMARY OF THE PROVISIONS OF SECTIONS *ONE HUNDRED AND TEN* AND *ONE HUNDRED AND ELEVEN* OF THE MERCHANT SHIPPING ACT, 1951.

Children.—The employment of a person under the age of 15 years in any capacity on board a ship which is registered in the Union or, if not registered in the Union, is wholly engaged in plying between ports in the Union, is prohibited.

Young persons.—

(i) The employment of a person under the age of 18 years in a ship as fireman or trimmer is prohibited except in school- or training-ships specially approved by the Minister or in ships which are mainly propelled otherwise than by steam. If a fireman or trimmer is required and no person over the age of 18 years is available, young persons over the age of 16 years may be employed, but in such cases two young persons over the age of 16 years must be employed to do the work which would otherwise be performed by one person over the age of 18 years.

(ii) The agreement with the crew must contain a list of all members of the crew under the age of 18 years, with the dates of their birth and the dates on which they become or cease to be members of the crew.

(iii) The owner or master shall not knowingly employ a young person unless there is delivered to the master a certificate signed by a medical practitioner approved by the proper officer to the effect that he is fit to be employed: Provided that this shall not apply if the young person is employed in a ship in which only members of the same family are employed, or if the engagement is made on the grounds of urgency, but in the latter case the employment shall not be continued beyond the next port of call unless the certificate is produced.

(iv) The certificate mentioned in paragraph (iii) hereof is valid for a period of six months from the date on which it is signed, but if that period expires during the course of the voyage of the ship, it will remain valid until the end of the voyage.

(v) The guardian of a young person shall not knowingly cause or permit him to be employed in contravention of these provisions.

(vi) The master shall on demand by a proper officer, produce to the latter the certificate mentioned in paragraph (iii) hereof.

LYS VAN JONG PERSONE ONDER DIE OUDERDOM VAN 18 JAAR WAT IN DIENS GENEEM IS (INSLUITENDE LEERLING-OFFISIERE). [ARTIKEL *eenhonderd-en-elf* (2) VAN DIE WET.]

Volle naam.	Geboorte-datum.	Geboorteplek.	Hoedanigheid waarin diens gedoen word.	Datum en plek van aansluiting by hierdie skip.	Besonderhede van diensverlating (moet deur gesagvoerder ingevul word). Indien hy aanbly, moet dit vermeld word.	
					Datum.	Oorsaak.

2. LYS VAN LEERLING-OFFISIERE (VEREIS KRAGTENS ARTIKEL *SEWE-EN-NEGENTIG* VAN DIE WET).

Volle naam.	Geboorte-datum.	Geboorteplek.	Besonderhede van leerkontrak.				Datum en plek van aansluiting by hierdie skip.	Besonderhede van diensverlating (moet deur gesagvoerder ingevul word). Indien hy aanbly, moet dit vermeld word.		Handtekening van bevoegde beampte wat die agterlating van leerling-offisier goedkeur.
			Datum van leer-kontrak.	Plek waar leerkontrak aangegaan is.	Datum van elke oor-making van leer-kontrak.	Naam van elke hawe waar leerkontrak geregistreer is.		Datum.	Oorsaak.	

OPMERKING.—In die geval van 'n leerling-offisier onder die ouderdom van 18 jaar, moet besonderhede in verband met hom opgeteken word onder beide 1 en 2 hierbo.

BESONDERHEDE VAN INDIENSNEMING.

Verw. No.	Handtekeninge van bemanning en nommers van verslagboeke. (1)	Ouder-dom. (2)	Nasionaliteit en geboorteplek. (3)	(*a*) Huisadresse van gesagvoerders en bemannings. (Meld ook of ongetroud, getroud, geskei, ens.). (*b*) Naam en adres van naasbestaande en verwantskap. (4)	Naam van vorige skip of ander werkkring, en jaar van ontslag indien meer as 'n jaargelde. (5)
1	GESAGVOERDER MOET EERSTE TEKEN.			(*a*) (*b*)	
2				(*a*) (*b*)	
3				(*a*) (*b*)	
4				(*a*) (*b*)	
5				(*a*) (*b*)	
6				(*a*) (*b*)	
7				(*a*) (*b*)	
8				(*a*) (*b*)	
9				(*a*) (*b*)	
10				(*a*) (*b*)	

LIST OF YOUNG PERSONS UNDER THE AGE OF 18 YEARS ENGAGED (INCLUDING APPRENTICE-OFFICERS) [SECTION *one hundred and eleven* (2) OF THE ACT].

Name in Full.	Date of Birth.	Place of Birth.	Capacity in which Employed.	Date and Place of Joining this Vessel.	Particulars of Leaving (to be filled up by Master). If remaining, it should be stated.	
					Date.	Cause.

2. LIST OF APPRENTICE-OFFICERS (REQUIRED BY SECTION *NINETY-SEVEN* OF THE ACT).

Name in Full.	Date of Birth.	Place of Birth.	Particulars of Indentures.				Date and Place of Joining this Vessel.	Particulars of Leaving (to be filled up by Master). If remaining, to be stated.		Signature of Proper Officer who Authorises the Leaving behind of Apprentice-officer.
			Date of Indentures.	Place where Indentures Entered into.	Date of every Assignment of Indentures.	Name of every Port where Indentures have been Registered.		Date.	Cause.	

NOTE.—In the case of an apprentice-officer under the age of 18 years, particulars relating to him must be recorded under both 1 and 2, above.

PARTICULARS OF ENGAGEMENT.

Ref. No.	Signatures of Crew and Nos. of Record Books. (1)	Age. (2)	Nationality and Place of Birth. (3)	(*a*) Home Addresses of Masters and Crews. (State also whether Single, Married, Divorced, etc.) (*b*) Name and Address of Next-of-kin and Relationship. (4)	Name of Last Ship or Other Employment, and Year of Discharge if more than a Year previous. (5)
1	MASTER TO SIGN FIRST.			(*a*) (*b*)	
2				(*a*) (*b*)	
3				(*a*) (*b*)	
4				(*a*) (*b*)	
5				(*a*) (*b*)	
6				(*a*) (*b*)	
7				(*a*) (*b*)	
8				(*a*) (*b*)	
9				(*a*) (*b*)	
10				(*a*) (*b*)	

BESONDERHEDE VAN INDIENSNEMING.

Datum waarop en plek waar hierdie ooreenkoms onderteken word.		In watter hoedanigheid in diens geneem.	Datum en tyd wanneer hy aan boord moet wees of moet begin werk.	No. van sertifikaat (indien enige).	Loon per week of per maand (indien vasgestel deur 'n ooreenkoms of uitspraak, vermeld slegs die nommer).	Bedrag van loon voorgeskiet by of ten tye van indiensneming.	Bedrag van weeklikse, half-maandelikse of maandelikse toewysing.	Handtekening van bevoegde beampte voor wie die seelui in diens geneem word.
Datum.	Plek.							
(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

BESONDERHEDE VAN ONTSLAG, ENS. (Moet deur die gesagvoerder of eienaar ingevul word by die ontslag, dood, drosting of versuiming om aan te sluit van enige seeman wat oorspronklik hierdie ooreenkoms geteken het).				KWYTSKELDING.	Handtekening van bevoegde beampte voor wie die balans van lone betaal is en kwytskelding geteken is, en datum.	Verw. No.
Datum, plek en oorsaak van verlating, of van dood.			Balans van loon betaal by ontslag.	Ons, die ondergetekende seelui onthef hiermee die skip(skepe) en die eienaar(s) en die gesagvoerder(s) daarvan van alle eise vir lone of andersins ten opsigte van hierdie ooreenkoms. Die eienaar(s)/gesagvoerder(s) onthef hiermee genoemde ondergetekende seelui van alle eise ten opsigte van hierdie ooreenkoms. Handtekeninge van seelui [elk moet op die lyn wees waarin hy in kolom (1) geteken het].		
Datum.	Plek.	Oorsaak.				
(15)	(16)	(17)	(18)	(19)	(20)	
						1
						2
						3
						4
						5
						6
						7
						8
						9
						10

SERTIFIKATE OF ENDOSSEMENTE DEUR BEVOEGDE BEAMPTES GEMAAK.

PARTICULARS OF ENGAGEMENT.

Date and Place of Signing this Agreement.		In what Capacity Engaged.	Date and Time at which He is to be on Board or to begin Work.	No. of Certificate (if any).	Wages per Week or per Month. (If fixed by Agreement or Award, merely state the Number).	Amount of Wages Advanced upon or at the Time of Engagement.	Amount of Weekly, Half-monthly or Monthly Allotment.	Signature of Proper Officer before Whom the Seamen are Engaged.
Date. (6)	Place. (7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

PARTICULARS OF DISCHARGE, ETC. (To be filled in by the Master or Owner upon the Discharge, Death, Desertion or Failure to Join of any Seaman who originally signed this Agreement).				RELEASE.		
Date, Place and Cause of Leaving, or of Death.			Balance of Wages Paid on Discharge.	We, the undersigned seamen do hereby release the ship(s) and the owner(s) and master(s) thereof, from all claims for wages, or otherwise in respect of this Agreement. The owner(s)/master(s) hereby release the said undersigned seamen from all claims in respect of this Agreement. Signatures of Seamen [each to be on line on which he signed in column (1)].	Signature of Proper Officer before Whom the Balance of Wages was Paid and Release Signed, and Date.	Ref. No.
Date. (15)	Place. (16)	Cause. (17)	(18)	(19)	(20)	
						1
						2
						3
						4
						5
						6
						7
						8
						9
						10

CERTIFICATES OR ENDORSEMENTS MADE BY PROPER OFFICERS.

VOORSKRIFTE VIR EIENAARS EN GESAGVOERDERS.

L.W.—Die aandag word gevestig op artikel *eenhonderd agt-en-tagtig* van die Wet ingevolge waarvan 'n lys van die bemanning (wat met die ooreenkoms met die bemanning gekombineer mag word) bevattende verskeie besonderhede, opgestel en aan die bevoegde beampte gelewer moet word. Geriefshalwe is hierdie dokument gevolglik met die ooreenkoms met die bemanning gekombineer en die gekombineerde dokument, naamlik die „ ooreenkoms met die bemanning en lys van die bemanning gekombineer " voldoen nou aan die vereistes van die Wet ten opsigte van sowel die ooreenkoms as die lys van die bemanning. Die sertifikaat van aflewering genoem in paragraaf 8 van onderstaande voorskrifte is op so 'n wyse opgestel dat dit ook aan die vereistes van artikel *eenhonderd agt-en-tagtig* (2) van die Wet voldoen, en gesagvoerders of eienaars moet verseker dat hulle die sertifikaat bekom.

Artikel *eenhonderd agt-en-tagtig* (3) van die Wet is nou van toepassing op die „ ooreenkoms met die bemanning en lys van die bemanning gekombineer ".

1. Voordat 'n gesagvoerder, seeman of leerling-offisier in diens geneem word, moet hy in besit wees van 'n mediese sertifikaat met die strekking dat hy liggaamlik geskik is. So 'n sertifikaat is geldig vir 'n tydperk van ses maande vanaf die datum waarop dit uitgereik word, en as dit slegs op die persoon se gesig betrekking het, vir 'n tydperk van ses jaar vanaf die datum waarop dit uitgereik word.

2. Die gesagvoerder van elke Suid-Afrikaanse skip van meer as 100 bruto-registerton moet 'n ooreenkoms aangaan met elke seeman wie hy vir diens in daardie skip huur. 'n Gesagvoerder van enige ander Suid-Afrikaanse skip kan 'n ooreenkoms aangaan. 'n Ooreenkoms ten opsigte van kusvaarders, vissersbote en robbevaarders of walvisvaarders met landbasis kan aangegaan word vir diens in 'n bepaalde skip, of vir twee of meer skepe wat aan dieselfde eienaar behoort, en in laasgenoemde geval kan die ooreenkoms geteken word deur die eienaar in plaas van deur die gesagvoerder.

3. 'n Ooreenkoms kan aangegaan word vir enige tydperk van hoogstens twee jaar, maar as die tydperk waarvoor die ooreenkoms aangegaan is, verstryk terwyl die skip nie in 'n Unie-hawe is nie, bly die ooreenkoms van krag totdat die skip weer in 'n Unie-hawe is: Met dien verstande dat die ooreenkoms nie vir langer as drie maande na verstryking van die tydperk waarvoor dit aangegaan is, van krag bly nie, tensy almal wat daarby betrokke is, skriftelik daarmee instem.

4. Die ooreenkoms moet gedateer word ten tye van die eerste ondertekening daarvan en moet onderteken word deur die gesagvoerder of eienaar voordat enige seeman dit onderteken.

5. Bemannings of indiwiduele seelui moet voor 'n bevoegde beampte in diens geneem word. Waar 'n ooreenkoms reeds bestaan, moet indiwiduele seelui, insluitende plaasvervangers, dit onderteken.

6. Aan die begin van elke reis of onderneming moet 'n leesbare afskrif van die ooreenkoms (sonder die handtekeninge) geraam en vertoon word in 'n opvallende plek aan boord van elke skip waarop dit van toepassing is. Die afskrif moet vir die bemanning toeganklik wees en moet so geraam en vertoon bly tydens die geldigheidsduur daarvan.

7. Die indiensneming van plaasvervangers van seelui wat gesterf het of die skip verlaat het binne vier-en-twintig uur nadat dit ter see uitgevaar het, moet, waar moontlik, voor 'n bevoegde beampte gedoen word, maar indien nie, moet die gesagvoerder of eienaar so spoedig moontlik die ooreenkoms aan die plaasvervangers laat oorlees en verduidelik in die teenwoordigheid van 'n getuie wat hul handtekeninge moet waarmerk.

8. Wanneer die ooreenkoms verstryk het, moet die gesagvoerder of eienaar van die skip sodanige ooreenkoms aan die bevoegde beampte lewer binne een-en-twintig dae na sodanige verstryking, en die bevoegde beampte moet by ontvangs van sodanige ooreenkoms aan die gesagvoerder of eienaar 'n sertifikaat met dié strekking gee.

9. 'n Seeman wat die ooreenkoms onderteken het, moet by beëindiging van sy dienste daarvolgens, ontslaan word in die teenwoordigheid van 'n bevoegde beampte: Met dien verstande dat in die geval van 'n ooreenkoms ten opsigte van meer as een skip—

(i) waar hy verplaas word van een skip na 'n ander; of
(ii) waar hy met tydelike verlof gaan terwyl hy in diens van die eienaar bly;

daar nie geag sal word dat hy sy dienste ooreenkomstig die ooreenkoms beëindig het nie.

10. By die ontslag van 'n seeman moet die gesagvoerder of eienaar 'n ontslagsertifikaat aan hom uitreik.

11. By die ontslag van 'n seeman moet die gesagvoerder of eienaar enige bekwaamheid- of bevoegdheidsertifikaat wat aan hom behoort en wat in die bewaring van die gesagvoerder of eienaar mag gewees het, aan hom terugbesorg.

12. Wanneer 'n seeman ontslaan word, moet die gesagvoerder of eienaar aan die bevoegde beampte voor wie die ontslag plaasvind 'n verslag verstrek waarin die gedrag, karakter en kwalifikasies van die seeman beskryf word, of waarin verklaar word dat hy weier om 'n mening daaroor uit te spreek. As die gesagvoerder of eienaar in genoemde verslag verklaar dat hy weier om 'n mening oor die gedrag, karakter of kwalifikasies van die seeman uit te spreek, moet hy sy redes vir sodanige weiering in die amptelike skeepsjoernaal aanteken en moet hy, as die seeman dit verlang, aan hom, in die teenwoordigheid van die bevoegde beampte, die redes aldus aangeteken, voorlees.

13. Geen uitwissing, deurhaling of verandering in enige ooreenkoms (behalwe byvoegings wat gemaak is ten einde plaasvervangers, of persone in diens geneem na die eerste vertrek van die skip, in te skeep) is van krag of gevolg nie, tensy daar deur die skriftelike waarmerking van 'n bevoegde beampte bewys word dat dit gemaak is met die toestemming van diegene wat belang het by so 'n uitwissing, deurhaling of verandering.

14. Enige persoon wat 'n dokument wat kragtens die Wet uitgereik is, vervals, of wat valse voorstellings maak met die doel om die uitreiking van enige dokument kragtens die Wet te verkry, is aan misdryf skuldig en is by skuldigbevinding strafbaar met 'n boete van £500 of twee jaar gevangenisstraf of met sowel die boete as gevangenisstraf.

15. (*a*) In die geval van twee of meer skepe wat aan dieselfde eienaar behoort en ooreenkomstig dieselfde ooreenkoms in gebruik is, moet die eienaar of sy verteenwoordiger die bevoegde beampte deur middel van vorm M. 17 van enige oorplasings, ens., van seelui van een vaartuig na 'n ander vaartuig verwittig.

(*b*) Wanneer die ooreenkoms oorspronklik aangegaan is en enige veranderings wat dit raak (bv. nuwe indiensnemings, of ontslanings vanaf die ooreenkoms) plaasvind voor die eerste vertrek van die skip (of skepe) vanaf die hawe waar die ooreenkoms aangegaan is, moet die gesagvoerder of eienaar die bevoegde beampte aldaar deur middel van vorm M. 18 van sodanige veranderings verwittig, en die vorm moet aan hom gelewer of gestuur word voor die vertrek van die skip (of skepe). Latere soortgelyke veranderings moet ook deur middel van vorm M. 18 gerapporteer word aan die bevoegde beampte by die hawe waar die veranderings plaasvind, en die verslag moet voor vertrek van die skip (of skepe) gelewer word.

(*c*) Wanneer 'n seeman ten tye van uitvaring uit 'n hawe nie aan boord is nie (as gevolg van drosting, afwesigheid sonder verlof, ens.), moet die gesagvoerder of eienaar die bevoegde beampte by daardie hawe so gou moontlik deur middel van vorm M. 28 van die feit verwittig.

(*d*) Ten einde aan paragrawe (*a*) tot (*c*) te voldoen, moet 'n voldoende voorraad van die nodige vorms verkry word van die bevoegde beampte wat, indien dit verlang word, die doel en wyse van voltooiing van die vorms sal verduidelik.

M. 17.
BYLAE F.

UNIE VAN SUID-AFRIKA.

DEPARTEMENT VAN DOEANE EN AKSYNS (MARINE-AFDELING).
[HANDELSKEEPVAARTWET, 1951 (WET NO. 57 VAN 1951).]

OPGAWE VAN OORPLASINGS, ENS., VAN SEELUI VAN EEN VAARTUIG NA 'N ANDER VAARTUIG BEHORENDE AAN DIESELFDE EIENAAR (ARTIKEL *EENHONDERD-EN-VIER* VAN DIE WET).

[Moet gebruik word slegs in gevalle waar twee of meer vaartuie onder dieselfde ooreenkoms in gebruik is, soos bepaal in artikel *eenhonderd-en-ses* (*a*) van Wet No. 57 van 1951.]

OPMERKINGS:—
(1) Besonderhede aangaande verlof moet vermeld word in kolomme (4) en (5), bv., „ siekteverlof," „vakansieverlof," „verlof kragtens die Ongevallewet," ens. Indien 'n seeman van of na landdiens verplaas word, moet „ land " in kolomme (4) en (5) aangegee word. Indien hy ontslaan word, moet die rede in kolom (6) aangegee word, bv. „ onderlinge toestemming," „ ontslaan," „ versuim om aan te sluit," „ afwesig sonder verlof," ens.
(2) Hierdie vorm moet gebruik word waar 'n ooreenkoms, soos in die opskrif hiervan genoem, bestaan. Dit dien *nie* as 'n indiensneming of 'n ontslag van 'n seeman van die ooreenkoms nie.
(3) Hierdie vorm moet so gou moontlik aan die naaste bevoegde beampte gelewer word.

INSTRUCTIONS TO OWNERS AND MASTERS.

N.B.—Attention is drawn to section *one hundred and eighty-eight* of the Act in terms of which a list of the crew (which may be combined with the agreement with the crew) containing various particulars, is required to be made out and delivered to the proper officer. For the purpose of convenience this document has accordingly been combined with the agreement with the crew and the combined document, namely the " agreement with the crew and list of the crew combined ", now complies with the requirements of the Act in respect of both the agreement and list of the crew. The certificate of delivery mentioned in paragraph 8 of the instructions appearing below has been drafted in such a manner as to meet the requirements of section *one hundred and eighty-eight* (2) of the Act as well, and masters or owners should ensure that the certificate is obtained by them.

Section *one hundred and eighty-eight* (3) of the Act now applies to the " agreement with the crew and list of the crew combined ".

1. Before a master, seaman or apprentice-officer is engaged, he shall be in possession of a medical certificate to the effect that he is physically fit. Such a certificate is valid for a period of six months from the date of issue thereof, and if it relates only to the person's sight, for a period of six years from the date of issue.

2. The master of every South African ship of more than 100 gross register tons shall enter into an agreement with every seaman whom he engages to serve in that ship. A master of any other South African ship may enter into an agreement. An agreement in respect of coasting ships, fishing boats and sealing or shore-based whaling boats may be made for service in a particular ship, or for two or more ships belonging to the same owner, and in the latter case the agreement may be signed by the owner instead of by the master.

3. An agreement may be for any period not longer than two years, but if the period for which the agreement was entered into expires while the ship is not in a Union port, the agreement shall continue in force until the ship is again in a Union port: Provided that the agreement shall not continue for more than three months after the expiration of the period for which it was entered into, unless all concerned agree thereto in writing.

4. The agreement shall be dated at the time of the first signature thereof and must be signed by the master or owner before any seaman signs it.

5. Crews or single seamen must be engaged before a proper officer. Where an agreement is already in existence, single seamen, including substitutes, should sign this.

6. At the beginning of every voyage or engagement a legible copy of the agreement (omitting the signatures) shall be framed and displayed in some conspicuous place on board each ship to which it applies. The copy must be accessible to the crew, and must be kept so framed and displayed during its currency.

7. The engagement of substitutes for seamen who have died or left the ship within twenty-four hours of her putting to sea, shall, whenever possible, be made before a proper officer, but if not, the master or owner shall as soon as possible have the agreement read over and explained to the substitutes in the presence of a witness, who shall attest their signatures.

8. When the agreement has expired, the master or owner of the ship shall deliver such agreement to the proper officer within twenty-one days after such expiry, and the proper officer on receiving such agreement shall give the master or owner a certificate to that effect.

9. A seaman who has signed the agreement shall on termination of his services thereunder, be discharged in the presence of a proper officer: Provided that in the case of an agreement covering more than one ship—

(i) where he is being transferred from one ship to another; or
(ii) where he is proceeding on temporary leave while remaining in the service of the owner;

he shall not be regarded as having terminated his services under the agreement.

10. Upon the discharge of a seaman the master or owner shall issue him with a certificate of discharge.

11. Upon the discharge of a seaman the master or owner shall return to him any certificate of competency or qualification belonging to him which may have been in the custody of the master or owner.

12. When a seaman is discharged, the master or owner shall furnish to the proper officer before whom the discharge is made a report describing the conduct, character and qualifications of the seaman, or stating that he declines to express an opinion thereon. If the master or owner states in the said report that he declines to express an opinion on the conduct, character or qualifications of the seaman, he shall enter in the official log-book his reasons for so declining, and shall, upon the request of the seaman, read out to him, in the presence of the proper officer, the reasons so entered.

13. No erasure, interlineation or alteration in any agreement (except additions made for the purpose of shipping substitutes or persons engaged after the first departure of the ship) shall be of force or effect unless proved by the written attestation of a proper officer to have been made with the consent of those interested in such erasure, interlineation or alteration.

14. Any person who forges any document issued under the Act or who makes any false representation for the purpose of procuring the issue of any document under the Act shall be guilty of an offence and shall be liable on conviction to a fine of £500 or two years' imprisonment or both such fine and imprisonment.

15. (*a*) In the case of two or more ships belonging to the same owner and operating under the same agreement, the owner or his representative shall advise the proper officer by means of form M. 17 of any transfers, etc., of seamen from one vessel to another vessel.

(*b*) When the agreement has been initially entered into and any changes affecting it (e.g. new engagements, or discharges from the agreement) take place before the first departure of the ship (or ships) from the port where the agreement has been entered into, the master or owner shall advise the proper officer there by means of form M. 18 of such changes, and the form shall be delivered or forwarded to him before departure of the ship (or ships). Subsequent similar changes must also be advised by means of form M. 18 to the proper officer at the port where the changes occur, and the advice must be rendered before departure of the ship (or ships).

(*c*) When a seaman is not on board at the time of sailing from a port (as a result of desertion, absence without leave, etc.), the master or owner shall as soon as possible advise the proper officer at that port of the fact by means of form M. 28.

(*d*) To comply with paragraphs (*a*) to (*c*), an adequate supply of the necessary forms should be obtained from the proper officer, who will, if required to do so, explain the purpose and manner of completion of the forms.

M. 17.

ANNEXURE F.

UNION OF SOUTH AFRICA.

DEPARTMENT OF CUSTOMS AND EXCISE (MARINE SECTION).
[MERCHANT SHIPPING ACT, 1951 (ACT NO. 57 OF 1951).]

RETURN OF TRANSFERS, ETC., OF SEAMEN FROM ONE VESSEL TO ANOTHER VESSEL BELONGING TO THE SAME OWNER (SECTION *ONE HUNDRED AND FOUR* OF THE ACT).

[To be used only in cases where two or more vessels are operating under the same agreement, as provided for under section *one hundred and six* (*a*) of Act No. 57 of 1951.]

NOTES:—

(1) Particulars of leave are to be shown in columns (4) and (5), e.g. " sick leave," " vacation leave," " leave under the Workmen's Compensation Act," etc. If transferred to or from shore employment, " shore " to be shown in columns (4) and (5). If discharged, reason to be given in column (6), e.g., " mutual consent," " dismissed," " failed to join," " absent without leave," etc.

(2) This form is for use when an agreement as referred to in the heading hereto is in existence. It does *not* operate as an engagement or a discharge of a seaman from the agreement.

(3) This form must be rendered to the nearest proper officer as soon as possible.

Datum van oorplasing, ens. (1)	Verwysingsnommer in ooreenkoms. (2)	Volle naam (in drukskrif) en nommer van verslagboek. (3)	Vorige skip (of van verlof) en rang of gradering. (4)	Nuwe skip (of met verlof) en rang of gradering. (5)	Opmerkings (indien ontslaan, gee rede). (6)

Hiermee sertifiseer ek dat die besonderhede wat in hierdie vorm voorkom waar en juis is.

Naam van firma_____

Datum_____
Plek_____

Handtekening van Eienaar of sy Verteenwoordiger.

M. 18.
BYLAE G.

UNIE VAN SUID-AFRIKA.

DEPARTEMENT VAN DOEANE EN AKSYNS (MARINE-AFDELING).
[HANDELSKEEPVAARTWET, 1951 (WET No. 57 VAN 1951).]

OPGAAF VAN ELKE VERANDERING IN DIE BEMANNING VAN 'N SKIP.
(Artikel *eenhonderd-en-vier* van die Wet.)

	Naam van skip.	Amptelike-nommer.	Registrasiehawe.	Registertonnemaat.	
				Bruto.	Netto.
1.					

	Naam en adres van eienaar.	Naam en adres van gesagvoerder.
2.		

	Plek waar ooreenkoms die eerste keer aangegaan is, en die datum.		Beskrywing van seereis of onderneming.
	Plek.	Datum.	
3.			

4. Laaste verklaring gelewer aan_____ (die bevoegde beampte) te_____ op_____(datum).

Hiermee sertifiseer ek dat die inskrywings in hierdie verklaring waar en juis is.

Datum_____

Handtekening van Gesagvoerder/Eienaar.

Plek_____

OPMERKINGS:—

(1) Hierdie opmerking is van toepassing op elke Suid-Afrikaanse skip van meer as 100 bruto-registerton en op elke Suid-Afrikaanse skip van 100 bruto-registerton of minder wat onder 'n ooreenkoms met die bemanning in gebruik is, en handel oor veranderings in die bemanning uitgesonderd dié waarvan in Opmerking (2) melding gemaak word:—

Wanneer 'n ooreenkoms oorspronklik aangegaan is en enige veranderings in die bemanning plaasvind voor die eerste vertrek van die skip vanaf die hawe waar die ooreenkoms aangegaan is, moet die gesagvoerder of eienaar die bevoegde beampte aldaar deur middel van hierdie vorm van sodanige veranderings in kennis stel, en die vorm moet aan hom gelewer of gestuur word voordat die skip uitvaar. Indien enige latere veranderings plaasvind, moet hierdie vorm voor die vertrek van die skip vanaf die hawe waar die verandering plaasgevind het aan die bevoegde beampte aldaar gelewer of gestuur word om hom daarvan te verwittig. In laasgenoemde geval moet die vorm nie besonderhede bevat van alle veranderings wat gemaak is sedert die ooreenkoms oorspronklik aangegaan was nie, maar slegs ten opsigte van veranderings wat geskied het sedert die laaste vorm gelewer was.

(2) In die geval van kusvaarders, vissersbote, robbevaarders en walsvisvaarders met landbasis waar twee of meer vaartuie aan dieselfde eienaar behoort en onder dieselfde ooreenkoms in gebruik is, soos in artikel *eenhonderd-en-ses* (*a*) van die Wet bepaal, moet hierdie vorm nie gebruik word om die bevoegde beampte van oorplasings, ens., van seelui van een vaartuig na 'n ander vaartuig te verwittig nie. In so 'n geval moet vorm M. 17 gebruik word.

Date of Transfer, etc. (1)	Reference No. in Agreement. (2)	Full Names (in block letters), and No. of Record Book. (3)	Last Ship (or from leave) and Rank or Rating. (4)	New Ship (or to leave) and Rank or Rating. (5)	Remarks (if discharged, state reason). (6)

I hereby certify that the particulars appearing on this form are true and correct.

Name of firm.....

Date.....

Place.....

Signature of Owner or his Representative.

M. 18.

ANNEXURE G.

UNION OF SOUTH AFRICA.

DEPARTMENT OF CUSTOMS AND EXCISE (MARINE SECTION).
[MERCHANT SHIPPING ACT, 1951 (ACT No. 57 OF 1951).]

STATEMENT OF EVERY CHANGE MADE IN THE CREW OF A SHIP.
(Section *one hundred and four* of the Act.)

	Name of Ship.	Official Number.	Port of Registry.	Register Tonnage.	
				Gross.	Net.
1.					

	Name and Address of Owner.	Name and Address of Master.
2.		

	Place at which Agreement was first entered into, and the Date.		Description of Voyage or Engagement.
	Place.	Date.	
3.			

4. Last statement rendered to..... (the proper officer) at.....
on.....(date).

I hereby certify that the entries in this statement are true and correct.

Date.....

Place.....

Signature of Master/Owner.

NOTES:—

(1) This Note applies to every South African ship of more than 100 gross register tons and to every South African ship of 100 gross register tons or less operating under an agreement with the crew, and deals with changes in the crew other than those referred to in Note (2)—

When an agreement has been initially entered into and any changes in the crew take place before the first departure of the ship from the port where the agreement has been entered into, the master or owner shall advise the proper officer there by means of this form of such changes, and the form shall be delivered or forwarded to him before the ship sails. If any subsequent changes take place, this form shall, before the departure of the ship from the port where the change took place, be delivered or forwarded to the proper officer there advising him thereof. In the latter case the form must not contain details of all changes which were made since the agreement was initially entered into, but only in respect of changes which occurred since the last form was rendered.

(2) In the case of coasting ships, fishing, sealing and shore-based whaling boats when two or more vessels belong to the same owner and operate under the same agreement as provided for in section *one hundred and six* (*a*) of the Act, this form must not be used for advising the proper officer of transfers, etc., of seamen from one vessel to another vessel, for which purpose form M. 17, is to be utilised.

A.—SEELUI WAT ONTSLAAN IS, VERSUIM HET OM AAN TE SLUIT, GEDROS OF ANDERSINS DIE SKIP VERLAAT HET.

Verw. No. in ooreen-koms. (1)	Volle name. (In drukskrif.) (2)	No. van verslag-boek. (3)	Plek waar en datum waarop ooreenkoms geteken is. (4)	Datum waarop loon begin het. (5)	Gradering (met nommer van sertifikaat, indien enige). (6)	Datum, plek en oorsaak van skipverlating.		
						Datum. (7)	Plek. (8)	Oorsaak. (9)

Balans van loon by ontslag betaal. (10)	Balans van loon verskuldig en hoe afgehandel. (11)	Ek/ons die ondergetekende lid/lede van die bemanning van hierdie skip, onthef hiermee hierdie skip en die gesagvoerder en eienaar of eienaars daarvan van alle eise vir lone of andersins ten opsigte van hierdie reis of onderneming, en ek die gesagvoerder onthef hiermee die lid/lede van die bemanning wie se handtekening(e) hieronder verskyn van alle eise ten opsigte van hierdie reis of onderneming. (12)	Handtekening van bevoegde beampte voor wie die balans van lone betaal is en kwytskelding geteken is, en datum. (13)	Verslag oor karakter.		Opmerkings. (16)
				Bekwaam-heid. (14)	Gedrag. (15)	

B.—SEELUI IN DIENS GENEEM.

Verw. No. in ooreen-koms. (1)	Volle name. (In drukskrif.) (2)	No. van verslag-boek. (3)	Ouder-dom. (4)	Nasionaliteit en geboorteplek. (5)	(*a*) Adres by hawe van indiensneming (meld ook indien getroud, ongetroud, geskei, ens.). (*b*) Huisadres en naasbestaande. *L.W.*—In die geval van die dood van die seeman, moet kommunikasies aan die huisadres gerig word. (6)	Naam van vorige skip (met amptelike nommer of registrasiehawe) of ander werkkring, en jaar van ontslag indien meer as 'n jaar gelede. (7)
					(*a*)	
					(*b*)	
					(*a*)	
					(*b*)	
					(*a*)	
					(*b*)	
					(*a*)	
					(*b*)	
					(*a*)	
					(*b*)	
					(*a*)	
					(*b*)	
					(*a*)	
					(*b*)	
					(*a*)	
					(*b*)	

A.—SEAMEN WHO HAVE BEEN DISCHARGED, FAILED TO JOIN, DESERTED OR OTHERWISE LEFT THE SHIP.

Ref. No. in Agreement. (1)	Names in Full. (In block letters.) (2)	No. of Record Book. (3)	Place and Date of Signing the Agreement. (4)	Date Wages Commenced. (5)	Rank of Rating (with number of certificate, if any). (6)	Date, Place and Cause of Leaving the Ship.		
						Date. (7)	Place. (8)	Cause. (9)

Balance of Wages Paid on Discharge. (10)	Balance of Wages Due and how Disposed of. (11)	I/We, the undersigned Member/Members of the Crew of this Ship, do hereby release this Ship and the Master and Owner or Owners thereof from all Claims for Wages or otherwise in respect of this Voyage or Engagement, and I the Master do hereby Release the Member(s) of the Crew whose Signature(s) appear below from all Claims in respect of this Voyage or Engagement. (12)	Signature of Proper Officer before Whom the Balance of Wages was Paid and Release Signed, and Date. (13)	Report of Character.		Remarks. (16)
				Ability. (14)	Conduct. (15)	

B.—SEAMEN ENGAGED.

Ref. No. in Agreement. (1)	Names in Full. (In block letters). (2)	No. of Record Book. (3)	Age. (4)	Nationality and Place of Birth. (5)	(*a*) Address at Port of Engagement (state also whether married, single, divorced, etc.). (*b*) Home Address and Next-of-Kin. *N.B.*—In the event of death of the seaman, communications are to be made to the home address. (6)	Name of Last Ship (with official No. or Port of registry) or other Employment, and Year of Discharge, if more than a Year previous. (7)
					(*a*)	
					(*b*)	
					(*a*)	
					(*b*)	
					(*a*)	
					(*b*)	
					(*a*)	
					(*b*)	
					(*a*)	
					(*b*)	
					(*a*)	
					(*b*)	
					(*a*)	
					(*b*)	
					(*a*)	
					(*b*)	

Datum waarop en plek waar ooreenkoms geteken is.		In watter hoedanigheid in diens geneem.	No. van sertifikaat (indien enige).	Datum en tyd waarop hy aan boord moet wees of moet begin werk.	Bedrag van loon per week of kalendermaand (indien vasgestel deur 'n ooreenkoms of uitspraak, vermeld slegs die nommer).	Bedrag van loon voorgeskiet op of ten tye van indiensneming.	Bedrag van weeklikse, halfmaandelikse of maandelikse toewysing.	Handtekening van getuie voor wie die seeman in diens geneem is.
Datum.	Plek.							
(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)

C.—STERFGEVALLE VAN LEDE VAN DIE BEMANNING.

Verw. No. in ooreenkoms. (1)	Volle name. (In drukskrif.) (2)	Ouderdom. (3)	No. van verslagboek. (4)	Plek waar en datum waarop ooreenkoms geteken is. (5)	Rang of gradering (met nommer van sertifikaat, indien enige). (6)	(*a*) Laaste verblyfplek. (*b*) Naam en adres van naasbestaande. (7)

Datum, plek en oorsaak van dood.			Is naasbestaande in kennis gestel? Indien wel, wanneer en hoe? (11)	Bedrag van loon verskuldig ten tye van dood. (12)	Hoe afgehandel. (13)	Lys van eiendom en hoe afgehandel. (14)
Datum. (8)	Plek. (9)	Oorsaak. (10)				

OPMERKING.—Die verslagboek van 'n seeman wat in gebreke gebly het om aan te sluit, gedros het of andersins die skip verlaat het, moet, indien in besit van die gesagvoerder of eienaar, saam met hierdie vorm teruggestuur word. Geen inskrywings moet in die boek gemaak word nie.

Die aandag van gesagvoerders word gevestig op ondervermelde bepalings van die Handelskeepvaartwet, 1951 (Wet No. 57 van 1951).

103. [Gelees met 106 (*b*)]—

(*d*) „ as 'n plaasvervanger gehuur word in die plek van 'n seeman wat die ooreenkoms behoorlik onderteken het en wie se dienste binne vier-en-twintig uur voordat die skip moet uitvaar, deur dood, drosting, afwesigheid sonder verlof of ander onvoorsiene oorsaak beëindig is, word die indiensneming van die plaasvervanger in alle gevalle waar dit moontlik is, voor 'n bevoegde beampte voltrek, of as dit nie moontlik is om die indiensneming van die plaasvervanger voor 'n bevoegde beampte te voltrek nie, laat die gesagvoerder, voordat die skip uitvaar of so gou doenlik daarna, die ooreenkoms aan die plaasvervanger voorlees en verduidelik, en die plaasvervanger onderteken daarop die ooreenkoms in die aanwesigheid van 'n getuie, wat die handtekening waarmerk."

Date and Place of Signing the Agreement.		In what Capacity Engaged.	No. of Certificate (if any).	Date and Time at which He is to be on Board or to begin Work.	Amount of Wages per Week or Calendar Month (if fixed by agreement or award, merely state the number).	Amount of Wages Advanced upon or at Time of Engagement.	Amount of Weekly, Half-monthly, or Monthly Allotment.	Signature of Witness before Whom the Seaman has been Engaged.
Date.	Place.							
(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)

C.—DEATHS OF MEMBERS OF THE CREW.

Ref. No. in Agreement. (1)	Names in Full. (In block letters.) (2)	Age. (3)	No. of Record Book. (4)	Place and Date of Signing the Agreement. (5)	Rank or Rating (with No. of certificate, if any). (6)	(*a*) Last Place of Abode. (*b*) Name and Address of Next-of-Kin. (7)

Date, Place and Cause of Death.			Has Next-of-Kin been notified? If so, when and how?	Amount of Wages due at Time of Death.	How Disposed of.	List of Property and how Disposed of.
Date.	Place.	Cause.				
(8)	(9)	(10)	(11)	(12)	(13)	(14)

NOTE.—The record book of a seaman who has failed to join, deserted, or otherwise left the ship, should, if in the possession of the master or owner, be returned with this form. No entries should be made in the book.

The attention of masters is invited to the undermentioned provisions of the Merchant Shipping Act, 1951 (Act No. 57 of 1951).

103. [Read with 106 (*b*)]—

(*d*) " if a substitute is engaged in the place of a seaman who has duly signed the agreement and whose services are terminated, within *twenty-four* hours before the ship proceeds to sea, by death, desertion, absence without leave or other unforeseen cause, the engagement of the substitute shall whenever possible be effected before a proper officer, or if it be not possible to effect the engagement of the substitute before a proper officer, the master shall before the ship proceeds to sea or as soon thereafter as is practicable, cause the agreement to be read over and explained to the substitute, and the substitute shall thereupon sign the same in the pressence of a witness, who shall attest the signature."

117. „(1) Die gesagvoerder van 'n Suid-Afrikaanse skip—

(*a*) ontslaan geen seeman voor verstryking van die tydperk waarvoor hy in diens geneem is nie, tensy die seeman toestem om ontslaan te word; of

(*b*) laat geen seeman of leerling-offisier agter nie behalwe in omstandighede buite sy beheer, sonder die magtiging van die bevoegde beampte, en daardie beampte sertifiseer op die ooreenkoms met die bemanning dat hy sodanige magtiging verleen het, asook die rede vir die seeman se ontslag of vir die agterlating van die seeman of leerling-offisier.

(2) Die bevoegde beampte by wie aansoek gedoen word om magtiging kragtens subartikel (1), ondersoek die grond waarop die seeman ontslaan staan te word of die seeman of leerling-offisier agterlaat staan te word, en kan na goeddunke sodanige magtiging verleen of weier om dit te verleen: Met dien verstande dat hy nie mag weier om sy toestemming te verleen nie, as hy daarvan oortuig is dat die seeman sonder redelike oorsaak—

(*a*) in gebreke gebly het of geweier het om by sy skip aan te sluit of om daarin uit te vaar; of

(*b*) sonder verlof afwesig gewees het van sy skip, hetsy aan die begin hetsy in die loop van 'n reis, vir 'n tydperk van meer as agt-en-veertig uur.

(3) Die bevoegde beampte maak 'n aantekening in die voorgeskrewe vorm van alle seelui of leerling-offisiere wat met sy magtiging in die Unie ontslaan of agterlaat is; en wanneer 'n seeman of leerling-offisier ingevolge artikel *eenhonderd vyf-en-sewentig* of *eenhonderd ses-en-sewentig* aangekla word, is die feit dat geen sodanige magtiging aangeteken is nie, *prima facie* bewys dat dit nie verleen is nie."

OPKERMING.—Waar die voorwaardes van die ooreenkoms beheer word deur die bepalings van Wet No. 36 van 1937, is die magtiging van die bevoegde beampte nie nodig vir die ontslag van 'n seeman nie.

118. „Niemand veroorsaak dat 'n seeman of leerling-offisier wederregtelik agtergelaat word nie—

(*a*) op 'n plek in die Unie, in die geval van 'n ander skip as 'n Suid-Afrikaanse skip;

(*b*) op enige plek hoegenaamd, in die geval van 'n Suid-Afrikaanse skip."

M. 19.
BYLAE H.

UNIE VAN SUID-AFRIKA.

DEPARTEMENT VAN DOEANE EN AKSYNS (MARINE-AFDELING).

[HANDELSKEEPVAARTWET 1951 (WET No. 57 VAN 1951).]

SERTIFIKAAT BETREFFENDE DIE OOREENKOMS MET DIE BEMANNING VAN 'N SKIP OP VREEMDE VAART.

[Artikel *eenhonderd-en-vyf* (1) van die Wet].

Naam van skip.	Amptelike No.	Registrasiehawe.

Registertonnemaat.		Naam en adres van eienaars.	Naam van gesagvoerder.
Bruto.	Netto.		

(*a*) Ooreenkoms vir enkelreis:—				(*b*) Lopende ooreenkoms (twee of meer reise):—		
Hawe waar ooreenkoms aangegaan is.	Datum waarop ooreenkoms aangegaan is.	Beskrywing van reis.		Hawe waar ooreenkoms die eerste keer aangegaan is.	Datum waarop ooreenkoms die eerste keer aangegaan is.	Beskrywing van indiensneming (tydperk van, ens.).
		Van.	Na.			

Hiermee sertifiseer ek dat—

*(*a*) die ooreenkoms met die bemanning van bogemelde skip behoorlik kragtens die vereistes van die Handelskeepvaartwet 1951, (Wet No. 57 van 1951) verly is;

*(*b*) die ooreenkoms met die bemanning van bogemelde skip 'n lopende ooreenkoms is en dat die gesagvoerder aan die bepalings van paragraaf (*h*) van artikel *eenhonderd-en-drie* van die Handelskeepvaartwet 1951 (Wet No. 57 van 1951), voldoen het.

Handtekening van bevoegde beampte.

Datum.....
Plek.....

* Skrap paragraaf wat nie van toepassing is nie.

LET WEL.—Die aandag word gevestig op subartikels (1) en (2) van artikel *eenhonderd-en-vyf* en paragraaf (*h*) van artikel *eenhonderd-en-drie* van Wet No. 57 van 1951 wat op die keersy van hierdie vorm gedruk is.

Artikel *eenhonderd-en-vyf*:—

(1) In die geval van 'n Suid-Afrikaanse skip op vreemde vaart—

(*a*) na die behoorlike verlyding van 'n ooreenkoms met die bemanning; of

(*b*) waar die ooreenkoms 'n lopende ooreenkoms is, na voldoening deur die gesagvoerder aan paragraaf (*h*) van artikel *eenhonderd-en-drie*;

reik die bevoegde beampte 'n sertifikaat te dien effekte aan die gesagvoerder uit.

(2) Die gesagvoerder van elke Suid-Afrikaanse skip op vreemde vaart lê aan die doeanebeampte, as daardie beampte dit vereis, die in subartikel (1) bedoelde sertifikaat voor voordat hy uit 'n hawe in die Unie uitvaar, en 'n sodanige skip kan aangehou word totdat die sertifikaat voorgelê is.

Artikel *honderd-en drie*:—

(*h*) By elke terugkeer na 'n hawe in die Unie voor die finale beëindiging van 'n lopende ooreenkoms endosseer die gesagvoerder op die ooreenkoms besonderhede van die indiensneming of ontslag van enige seeman, of dat geen indiensneming of ontslag plaasgevind het of volgens voorneme gedoen sal word voordat die skip die hawe verlaat nie, asook dat enige indiensneming of ontslag volgens wet gedoen is; en die gesagvoerder lewer die lopende ooreenkoms aldus geëndosseer aan die bevoegde beampte wat, as die bepalings van hierdie Wet betreffende ooreenkomste nagekom is, die endossement onderteken en die ooreenkoms aan die gesagvoerder teruggee.

117. "(1) The master of a South African ship shall not—

(*a*) discharge a seaman before the expiration of the period for which he was engaged, unless the seaman consents to his discharge; nor

(*b*) except in circumstances beyond his control, leave a seaman or apprentice-officer behind, without the authority of the proper officer, who shall certify on the agreement with the crew that he has granted such authority, and also the reason for the seaman's being discharged or the seaman or apprentice-officer's being left behind.

(2) The proper officer to whom application is made for authority in terms of sub-section (1) shall investigate the grounds on which the seaman is to be discharged or the seaman or apprentice-officer left behind and may in his discretion grant or refuse to grant such authority: Provided that he shall not refuse to grant his authority if he is satisfied that the seaman has without reasonable cause—

(*a*) failed or refused to join his ship or to proceed to sea therein; or

(*b*) been absent from his ship without leave, either at the commencement or during the progress of a voyage for a period of more than forty-eight hours.

(3) The proper officer shall keep a record in the prescribed form of all seamen or apprentice-officers discharged or left behind in the Union with his authority; and whenever any charge is made against a seaman or apprentice-officer under section *one hundred and seventy-five* or *one hundred and seventy-six* the fact that no such authority is so recorded shall be *prima facie* evidence that it was not granted."

NOTE.—Where the conditions of the agreement are governed by the provisions of Act No. 36 of 1937, the authority of the proper officer to discharge a seaman is not required.

118. "No person shall cause a seaman or apprentice-officer to be wrongfully left behind—

(*a*) at any place in the Union, in the case of a ship other than a South African ship;

(*b*) at any place whatsoever, in the case of a South African ship."

M. 19.
ANNEXURE H.

UNION OF SOUTH AFRICA.

DEPARTMENT OF CUSTOMS AND EXCISE (MARINE SECTION).
[MERCHANT SHIPPING ACT, 1951 (ACT NO. 57 OF 1951).]

CERTIFICATE AS TO THE AGREEMENT WITH THE CREW OF A FOREIGN-GOING SHIP.
[Section *one hundred and five* (1) of the Act.]

Name of Ship.	Official No.	Port of Registry.

Registered Tonnage.		Name and Address of Owners.	Name of Master.
Gross.	Net.		

(*a*) Agreement for single voyage:—				(*b*) Running agreement (two or more voyages):—		
Port where Agreement Entered into.	Date when Agreement Entered into.	Description of Voyage.		Port at which Agreement First Entered into.	Date when Agreement First Entered into.	Description of Engagement (Period of, etc.).
		From.	To.			

I hereby certify that—

*(*a*) the agreement with the crew of the above-mentioned ship has been duly executed in terms of the requirements of the Merchant Shipping Act, 1951 (Act No. 57 of 1951);

*(*b*) the agreement with the crew of the above-mentioned ship is a running agreement and that the master has complied with the provisions of paragraph (*h*) of section *one hundred and three* of the Merchant Shipping Act 1951 (Act No. 57 of 1951).

Signature of Proper Officer.

Date.....
Place.....

* Delete paragraph which does not apply.

NOTE.—Attention is drawn to sub-sections (1) and (2) of section *one hundred and five* and paragraph (*h*) of section *one hundred and three* of Act No. 57 of 1951 printed on the reverse side of this form.

Section *one hundred and five*:—

(1) In the case of a foreign-going South African ship—

(*a*) on the due execution of an agreement with the crew; or

(*b*) where the agreement is a running agreement, on compliance by the master with paragraph (*h*) of section *one hundred and three*;

the proper officer shall grant the master a certificate to that effect.

(2) The master of every foreign-going South African ship shall before proceeding to sea from a port in the Union produce to the officer of customs, if that officer should so require, the certificate mentioned in sub-section (1), and any such ship may be detained until the certificate is produced.

Section *one hundred and three*:—

(*h*) On every return to a port in the Union before the final termination of a running agreement, the master shall endorse on the agreement particulars of the engagement or discharge of any seaman, or that no engagements or discharges have been made or are intended to be made before the ship leaves port, and also that any engagements or discharges made have been according to law; and the master shall deliver the running agreement so endorsed to the proper officer, who shall, if the provisions of this Act relating to agreements have been complied with, sign the endorsement and return the agreement to the master.

M. 20.
BYLAE I.

UNIE VAN SUID-AFRIKA.

DEPARTEMENT VAN DOEANE EN AKSYNS (MARINE-AFDELING).

[HANDELSKEEPVAARTWET, 1951 (WET No. 57 VAN 1951).]

SERTIFIKAAT VAN AFLEWERING VAN 'N OOREENKOMS MET DIE BEMANNING EN LYS VAN DIE BEMANNING GEKOMBINEER.

[Artikels *honderd-en-vyf* (3), *honderd-en-sewe* en *honderd agt-en-tagtig* (2) van die Wet].

Hiermee sertifiseer ek dat die ooreenkoms wat aangegaan is tussen(1)_____ en die bemanning te (2)_____ op die(3)_____ dag van_____ 19____, verstryk het op die_____ dag van_____ 19____, en dat genoemde gesagvoerder/eienaar die oorspronklike „ooreenkoms met die bemanning en lys van die bemanning gekombineer" aan my op die_____ dag van_____ 19____ afgelewer het.

Naam van skip(skepe) (4)_____

_____

_____

Handtekening van bevoegde beampte.

Datum_____

Plek_____

(1) Meld hier naam van gesagvoerder of eienaar, na gelang van die geval.
(2) Meld hier plek waar ooreenkoms aangegaan is.
(3) Meld hier datum waarop ooreenkoms aangegaan is.
(4) Meld hier naam(name) van skip(skepe) wat onder die ooreenkoms val.

M. 21.
BYLAE J.

UNIE VAN SUID-AFRIKA.

DEPARTEMENT VAN DOEANE EN AKSYNS (MARINE-AFDELING).

[HANDELSKEEPVAARTWET, 1951 (WET No. 57 VAN 1951).]

HAWE_____

REKORD VAN SEELUI EN LEERLING-OFFISIERE WAT, VOOR DIE VERSTRYKING VAN HUL DIENSKONTRAK, MET DIE MAGTIGING VAN DIE BEVOEGDE BEAMPTE IN DIE UNIE ONTSLAAN OF AGTERGELAAT WORD.

[Artikel *honderd-en-sewentien* (3) van die Wet].

1. Beskrywing van seeman of leerling-offisier:—
   (*a*) Familienaam (in drukskrif)_____
   (*b*) Voorname (in drukskrif)_____
   (*c*) Ras (d.w.s. blanke, naturel, ens.)_____
   (*d*) Waar woonagtig_____
   (*e*) Nommer van verslagboek_____
2. Besonderhede van indiensneming:—
   (*a*) Hawe en datum van indiensneming_____
   (*b*) Gradering van seeman_____
   (*c*) Naam van skip_____
   (*d*) Amptelike nommer van skip_____
   (*e*) Agent van skip_____
3. Besonderhede van ontslag of agterlating:—
   (*a*) Naam van skip_____
   (*b*) Amptelike nommer van skip_____
   (*c*) Agent van skip_____
   (*d*) Datum van ontslag of agterlating_____
   (*e*) Oorsaak van ontslag of agterlating_____
4. Opmerkings deur bevoegde beampte (datum waarop magtiging vir ontslag of agterlating verleen is, ens.)_____

M. 22.
BYLAE K.

UNIE VAN SUID-AFRIKA.

DEPARTEMENT VAN DOEANE EN AKSYNS (MARINE-AFDELING).

[HANDELSKEEPVAARTWET, 1951 (WET No. 57 VAN 1951).]

OPGAWE VAN GELD VERSKULDIG AAN, EN VAN EIENDOM GELAAT AAN BOORD VAN 'N SUID-AFRIKAANSE SKIP DEUR 'N SEEMAN OF LEERLING-OFFISIER ONTSLAAN OF AGTERGELAAT VOOR DIE VERSTRYKING VAN SY DIENSKONTRAK.

(Artikel *eenhonderd-en-negentien* van die Wet.)

1. Hawe waar seeman of leerling-offisier ontslaan of agtergelaat is: _____ Hawe waar hierdie vorm, geld en ander eiendom ingegee is: _____

2. Beskrywing van seeman of leerling-offisier en besonderhede van indiensneming en ontslag:—

Familienaam (in drukskrif).	Voorname (in drukskrif).	Geboorte-plek.	Geboorte-datum.	Nasionaliteit.	Huisadres.	Gradering.

M. 20.

ANNEXURE I.

UNION OF SOUTH AFRICA.

DEPARTMENT OF CUSTOMS AND EXCISE (MARINE SECTION).
[MERCHANT SHIPPING ACT, 1951 (ACT NO. 57 OF 1951).]

CERTIFICATE OF DELIVERY OF AN AGREEMENT WITH THE CREW AND LIST OF THE CREW COMBINED.
[Sections *one hundred and five* (3), *one hundred and seven* and *one hundred and eighty-eight* (2) of the Act].

I hereby certify that the agreement entered into between(1)_____ and the crew at(2)_____ on the(3)_____ day of_____ 19____, expired on the_____ day of_____ 19____ and that the said master/owner delivered the original " agreement with the crew and list of the crew combined " to me on the_____ day of_____ 19____

Name of ship(s) (4)_____

Signature of Proper Officer.

Date_____
Place_____

(1) State here name of master or owner as the case may be.
(2) State here place at which agreement was entered into.
(3) State here date on which agreement was entered into.
(4) State here name(s) of ship(s) covered by the agreement.

M. 21.

ANNEXURE J.

UNION OF SOUTH AFRICA.

DEPARTMENT OF CUSTOMS AND EXCISE (MARINE SECTION).
[MERCHANT SHIPPING ACT, 1951 (ACT NO. 57 OF 1951).]

PORT_____

RECORD OF SEAMEN AND APPRENTICE-OFFICERS WHO, BEFORE EXPIRATION OF THEIR CONTRACT OF SERVICE, ARE DISCHARGED OR LEFT BEHIND IN THE UNION WITH THE AUTHORITY OF THE PROPER OFFICER.
[Section *one hundred and seventeen* (3) of the Act].

1. Description of seaman or apprentice-officer:—
   (*a*) Surname (in block letters)_____
   (*b*) Christian names (in block letters)_____
   (*c*) Race (i.e. European, Native, etc.)_____
   (*d*) Where residing_____
   (*e*) Number of record book_____
2. Particulars of engagement:—
   (*a*) Port and date of engagement_____
   (*b*) Rating of seaman_____
   (*c*) Name of ship_____
   (*d*) Official No. of ship_____
   (*e*) Agent of ship_____
3. Particulars of discharge or leaving behind:—
   (*a*) Name of ship_____
   (*b*) Official No. of ship_____
   (*c*) Agent of ship_____
   (*d*) Date of discharge or leaving behind_____
   (*e*) Cause of discharge or leaving behind_____
4. Remarks by proper officer (date when authority granted for discharge or leaving behind, etc.)_____

M. 22.

ANNEXURE K.

UNION OF SOUTH AFRICA.

DEPARTMENT OF CUSTOMS AND EXCISE (MARINE SECTION).
[MERCHANT SHIPPING ACT, 1951 (ACT NO. 57 OF 1951).]

STATEMENT OF MONEY DUE TO, AND OF PROPERTY LEFT ON BOARD A SOUTH AFRICAN SHIP BY A SEAMAN OR APPRENTICE-OFFICER DISCHARGED OR LEFT BEHIND BEFORE EXPIRATION OF HIS CONTRACT OF SERVICE.
(Section *one hundred and nineteen* of the Act.)

1. Port where seaman or apprentice-officer discharged or left behind: _____ Port where this form, money and other property handed in_____

2. Description of seaman or apprentice-officer and particulars of engagement and discharge:—

Surname (in block letters).	Christian Names (in block letters).	Place of Birth.	Date of Birth.	Nationality.	Home Address.	Rating.

No. van verslagboek.	Plek en datum van aanvangs van dienskontrak.	Plek en datum van beëindiging van dienskontrak.	Datum van ontslag of agterlating.	Of ontslaan of agtergelaat met of sonder amptelike goedkeuring.	Rede vir ontslag of agterlating.

3. Besonderhede van skip, van gesagvoerder en eienaar en beskrywing van reis:—

Naam van skip.	Amptelike nommer.	Registrasiehawe.	Naam van gesagvoerder.	Naam en adres van eienaar.	Beskrywing van reis.

4. Besonderhede van loon en ander gelde verskuldig aan seeman of leerling-offisier:—

Verdienstes en ander gelde.	£	s.	d.	*Aftrekkings.*	£	s.	d.
....Maande teen £....per maand.....				Vermindering van loon by degradering met £.... per maand vir....maande....dae.....			
....Dae teen £....per dag.....				Voorskot by aansluiting.....			
Verhoging van loon by bevordering met £.... per maand vir....maande....dae.....				Boetes.....			
Oortyd....uur teen....per uur.....				Verbeurings.....			
Verlof verskuldig vir reis....dae.....				....Pensioenfonds:			
Verlof verskuldig vir Sondae ter see....dae....							
Verlof gedurende reis geneem....dae.....							
Totale verlof verskuldig....dae teen....per dag				Ander kontant voorskotte, voorrade, ens.....			
Ander verdienstes.....				Radiorekening.....			
Onderhoudstoelae....dae teen....per dag....				Werkloosheidsversekering vir....weke.....			
Ander gelde.....				Toewysingsorders.....			
Totaal.....£				Ander aftrekkings.....			
Aftrekkings.....£							
Balans verskuldig.....£				Totale aftrekkings.....£			

5. Besonderhede van eiendom van seeman of leerling-offisier wat aan boord skip gelaat was:—

Kosbaarhede..... Ander eiendom.....

6. Ek verklaar hiermee dat die besonderhede wat in afdelings 1 tot 5 van hierdie vorm verskyn waar en juis is, en dat die volgende onkoste deur my aangegaan is:—

.....

.....
Handtekening van gesagvoerder.

Datum.....

7. Ek sertifiseer hiermee dat ek die besonderhede wat in afdelings 1 tot 4 van hierdie vorm verskyn, gekontroleer en bevestig het uit die volgende dokumente wat aan my getoon is deur die gesagvoerder:—

.....

Hiermee erken ek ontvangs van die bedrag van.....wat in afdeling 4 van hierdie vorm verskyn, en ook van die eiendom in afdeling 5 opgeteken.

.....
Handtekening van bevoegde beampte.

AMPTELIKE DATUMSTEMPEL.

Hawe.....

8. Ek is oortuig dat die volgende onkoste deur die gesagvoerder aangegaan is..... en die bedrag van.....is op hierdie dag aan hom terugbbetaal.

.....
Handtekening van bevoegde beampte.

AMPTELIKE DATUMSTEMPEL.

Hawe.....

Hiermee erken ek ontvangs van die bedrag van.....

.....
Handtekening van gesagvoerder.

Datum.....

No. of Record Book.	Place and Date of Commencement of Contract of Service.	Place and Date of Termination of Contract of Service.	Date of Discharge or Leaving Behind.	Whether Discharged or Left Behind with or without Official Sanction.	Reason for Discharge or Leaving Behind.

3. Particulars of ship, of master and owner and description of voyage:—

Name of Ship.	Official Number.	Port of Registry.	Name of Master.	Name and Address of Owner.	Description of Voyage.

4. Particulars of wages and other moneys due to seaman or apprentice-officer:—

Earnings and Other Moneys.	£	s.	d.	*Deductions.*	£	s.	d.
....Months at £....per month.....				Reduction of wages on disrating by £....per month for....months....days.....			
....Days at £....per day.....				Advance on joining.....			
Increase of wages on promotion by £....per month for....months....days.....				Fines.....			
Overtime....hours at....per hour.....				Forfeitures.....			
Leave due for voyage....days.....				....Pension Fund:			
Leave due for Sundays at sea....days.....							
Leave taken during voyage....days.....							
Total leave due....days at....per day.....				Other cash advances, stores, etc.....			
Other earnings.....				Radio account.....			
Subsistence allowance....days at....per day...				Unemployment insurance for....weeks.....			
Other moneys.....				Allotment notes.....			
Total.....£				Other deductions.....			
Deductions.....£							
Balance due.....£				Total deductions.....£			

5. Particulars of property of seaman or apprentice-officer left on board ship:—

Valuables.... Other property....

6. I hereby declare that the particulars appearing in divisions 1 to 5 of this form are true and correct, and that the following expenses have been incurred by me:—

....

Date....

....
Signature of Master.

7. I hereby certify that I have verified the particulars appearing in divisions 1 to 4 of this form from the following documents produced to me by the master:—

....

I hereby acknowledge receipt of the amount of....appearing in division 4 of this form, and also of the property recorded in division 5.

....
Signature of Proper Officer.

OFFICIAL DATE STAMP. Port....

8. I am satisfied that the following expenses have been incurred by the master.... and the amount of....has this day been reimbursed to him.

....
Signature of proper officer.

OFFICIAL DATE STAMP. Port....

I hereby acknowledge receipt of the amount of....

....
Signature of Master.

Date....

M. 23.

BYLAE L.

UNIE VAN SUID-AFRIKA.

DEPARTEMENT VAN DOEANE EN AKSYNS (MARINE-AFDELING).
[HANDELSKEEPVAARTWET, 1951 (WET No. 57 VAN 1951).]

LOONSTAAT.
(Artikel *eenhonderd een-en-twintig* van die Wet).

OPDRAGTE AAN GESAGVOERDERS EN EIENAARS.

1. Wanneer 'n seeman ontslaan word, moet hy sy loon deur of in die teenwoordigheid van 'n bevoegde beampte ontvang, tensy 'n bevoegde hof anders gelas het.

2. 'n Seeman van 'n skip op vreemde vaart moet, behalwe in gevalle waar hy geheel en al vergoed word deur aandele in die winste, ten tye wanneer hy die skip aan die einde van sy dienstyd wettig verlaat, die bedrag van 10 pond of een-helfte van die balans van die loon aan hom verskuldig, watter bedrag ook al die kleinste is, betaal word, en die res van sy loon moet aan hom betaal word binne twee dae nadat hy aldus die skip verlaat het. Indien die seeman toestem, kan die afrekening van sy loon aan die bevoegde beampte oorgelaat word.

3. 'n Seeman wat van 'n kusvaarder of 'n vissersboot, robbevaarder of walvisvaarder met landbasis ontslaan word, moet binne twee dae na sy ontslag die balans van die loon aan hom verskuldig, betaal word.

4. (*a*) In subartikel (1) van artikel *eenhonderd een-en-twintig* word bepaal dat, voordat 'n seeman ontslaan word, daar 'n volledige en ware loonstaat in die voorgeskrewe vorm gelewer moet word.

(*b*) In subartikel (4) van artikel *eenhonderd een-en-twintig* word bepaal dat die verskillende sake ten aansien waarvan aftrekkings geskied, met die bedrag van die onderskeie aftrekkings, soos hulle voorval, in 'n boek wat vir daardie doel gehou word, opgeteken moet word en, indien vereis, dat die boek ten tye van die betaling van lone, asook by die verhoor voor 'n bevoegde gesag van enige klagte of vraag betreffende daardie betaling, getoon moet word.

5. (*a*) Hierdie boek wat „ Loonstaat " heet, is gedruk om aan die doel van beide subartikels (1) en (4) van artikel *eenhonderd een-en-twintig* te voldoen en is verkrygbaar van 'n bevoegde beampte by enige hawe in die Unie. Elke bladsy is in duplo. Een afskrif moet aan die betrokke persoon of aan die bevoegde beampte uitgereik word en die ander afskrif moet in die boek behou word. Die bladsye wat in die boek behou moet word, bevat die opskrif „ Gesagvoerder se Boek en Loonstaat " en moet nie uit die boek verwyder word nie. Hierdie boek moet gehou word afgesien van enige ander boek of rekord wat die gesagvoerder/eienaar mag verlang om te hou.

(*b*) Waar uitreikings van tabak, posgeld, ens., te talryk is om in hierdie boek aangeteken te word, kan 'n afsonderlike rekord gehou word en mits elke inskrywing daarin deur die seeman onderteken is, kan slegs die totale bedrag in hierdie boek ingeskryf word.

6. 'n Loonstaat moet aan die betrokke persoon gelewer word op of voor die tyd wanneer hy die skip verlaat, of aan die bevoegde beampte minstens 24 uur voor die tyd van ontslag.

7. (*a*) 'n Aftrekking van lone word nie toegelaat nie tensy dit in die loonstaat ingesluit is, behalwe ten opsigte van 'n saak wat plaasvind nadat die loonstaat ingedien is.

(*b*) Elke aftrekking van lone moet in die boek gestaaf word deur die handtekening van die seeman.

8. Geen uitwissings of veranderings moet in die boek gemaak word nie, maar as dit onvermydelik is, moet sodanige uitwissing of verandering geparafeer word deur die partye wat daarby betrokke is.

9. Wanneer 'n seeman nie kan skryf nie, moet sy kruisie gemaak en deur 'n getuie bevestig word.

10. Wanneer 'n gesagvoerder vervang word, moet hy hierdie boek aan sy opvolger oorhandig.

LOONSTAAT.

Name (in drukskrif) van seeman.	No. van verslagboek.	Verwysingsnommer in ooreenkoms.	Rang of gradering.

Datum waarop loon begin het.	Datum waarop loon geëindig het.	Totale tydperk van diens.		Toewysingsorder uitgereik.				
		Maande.	Dae.	Bedrag. £	s.	d.	Hoe betaalbaar, bv. maandeliks, tweeweekliks, ens.	Datum van eerste betaling.

A.—VERDIENSTES.

	£	s.	d.
_____maande teen £_____:_____:_____per maand.....			
_____dae teen £_____:_____:_____per dag.....			
Verhoging van loon by bevordering met £_____:_____:_____per maand vir_____maande_____dae.....			
Oortyd_____uur teen_____per uur.....			
Ander verdienstes—			
TOTALE VERDIENSTES.....£			

M. 23.

ANNEXURE L.

UNION OF SOUTH AFRICA.

DEPARTMENT OF CUSTOMS AND EXCISE (MARINE SECTION).
[MERCHANT SHIPPING ACT, 1951 (ACT NO. 57 OF 1951).]

ACCOUNT OF WAGES.
(Section *one hundred and twenty-one* of the Act).

INSTRUCTIONS TO MASTERS AND OWNERS.

1. When a seaman is discharged, he shall receive his wages through or in the presence of a proper officer, unless otherwise directed by a competent court.

2. A seaman of a foreign-going ship shall, except in cases where he is wholly compensated by shares in the profits, be paid the sum of 10 pounds or one-half of the balance of wages due to him, whichever amount is the lesser, at the time when he lawfully leaves the ship at the end of his engagement, and the remainder of his wages shall be paid to him within two days after he so leaves the ship. If the seaman consents, the settlement of his wages may be left to the proper officer.

3. A seaman discharged from a coasting ship or a fishing, sealing or shore-based whaling boat shall within two days of his discharge be paid the balance of wages due to him.

4. (*a*) Sub-section (1) of section *one hundred and twenty-one* stipulates that, before a seaman is discharged, there shall be delivered a full and true account of the wages in the prescribed form.

(*b*) Sub-section (4) of section *one hundred and twenty-one* stipulates that the various matters in respect of which deductions are made, with the amount of the respective deductions shall be entered as they occur in a book to be kept for that purpose, and that if required, the book shall be produced at the time of the payment of wages and also upon the hearing before any competent authority of any complaint or question relating to the payment.

5. (*a*) This book entitled "Account of Wages" has been printed to serve the purpose of both sub-sections (1) and (4) of section *one hundred and twenty-one*, and is obtainable from a proper officer at any port in the Union. Each page is in duplicate, one copy for issue to the person concerned or to the proper officer and the other copy for retention in the book. The pages which are to be retained in the book bear the heading "Master's Book and Account of Wages" and should not be removed from the book. This book shall be kept irrespective of any other book or record which the master/owner may wish to keep.

(*b*) Where issues of tobacco, postage, etc., are too numerous to enter in this book, a separate record may be kept and provided each entry therein is signed by the seaman, only the total amount may be entered in this book.

6. An account of wages shall be delivered to the person concerned at or before the time he leaves the ship, or to the proper officer not less than 24 hours before the time of discharge.

7. (*a*) A deduction from wages shall not be allowed unless it is included in the account of wages, except in respect of a matter which happens after the account has been handed over.

(*b*) Every deduction from wages shall be authenticated in the book by the signature of the seaman.

8. No erasures or alterations shall be made in the book, but if this is unavoidable, such erasure or alteration shall be initialled by the parties affected thereby.

9. When a seaman is unable to write, his mark shall be made and attested by a witness.

10. When a master is replaced, he shall hand this book to his successor.

ACCOUNT OF WAGES.

Names (in block letters) of Seaman.	No. of Record Book.	Reference No. in Agreement.	Rank or Rating.

Date Wages began.	Date Wages ceased.	Total Period of Employment.		Allotment Note given.				
		Months.	Days.	Amount. £	s.	d.	How Payable, e.g., Monthly, Fortnightly, etc.	Date of First Payment.

A.—EARNINGS.

	£	s.	d.
_____months at £_____:_____:_____ per month.....			
_____days at £_____:_____:_____ per day.....			
Increase of wages on promotion by £_____:_____:_____ per month for_____months_____days.....			
Overtime_____hours at_____,_____per hour.....			
Other earnings:			
TOTAL EARNINGS.....£			

B.—AFTREKKINGS.

	£	s.	d.	Handtekening van seeman ter erkenning van ontvangs.
Vermindering van loon by degradering met £.....i....i....per maand vir.....maande.....dae.....				
Voorskot by aansluiting.....				
Boetes.....				
Verbeurings—				
.....Pensioenfonds.				
.....				
Ander kontantvoorskotte, voorrade, ens. (in datum volgorde).....				
Radiorekening.....				
Kontant by verlating van skip.....				
Werkloosheidversekering vir.....weke.....				
TOTALE AFTREKKINGS.....£				

C.—

	£	s.	d.
Bedrag verskuldig op dag van ontslag (A minus B).....			
Verlof verskuldig vir reis.....dae.....			
Verlof verskuldig vir Sondae ter see.....dae.....			
Verlof gedurende reis geneem.....dae.....			
Totale verlof verskuldig.....dae teen.....:.....:.....per dag			
Onderhoudstoelae.....dae teen.....:.....:.....per dag.			
BALANS.....£			
TOEWYSINGS.....£			
FINALE BALANS.....£			

Bydraes vir werkloosheidversekering betaal tot datum waarop loon geëindig het

Hiermee sertifiseer ek dat die besonderhede wat hierbo voorkom waar en juis is.

.....
Handtekening van Gesagvoerder/Eienaar.

Datum.....
Plek.....

Hiermee erken ek ontvangs van die bedrag van.....
pond.....sjielings.....pennies.

.....
Handtekening van Seeman.

Datum.....
Plek.....

OPMERKINGS VIR ALGEMENE INLIGTING.

Afrekening van loon.—Artikel *eenhonderd vier-en-twintig* van die Wet lui soos volg:—

„(1) Wanneer die afrekening van die loon van 'n seeman van 'n Suid-Afrikaanse skip voor 'n bevoegde beampte voltooi is, onderteken genoemde seeman in die teenwoordigheid van die bevoegde beampte 'n kwytskelding, in die voorgeskrewe vorm, van alle eise ten aansien van die betrokke dienstydperk. Die kwytskelding word ook onderteken deur die bevoegde beampte en dit geld as 'n wederkerige kwytskelding van en voldoening aan alle betrokke eise tussen die betrokke partye, maar dit sluit nie 'n eis kragtens enige wet betreffende die skadeloosstelling van werksmense uit nie.

(2) Die kwytskelding word deur die bevoegde beampte behou, en dit is toelaatbaar as getuienis.

(3) Waar hierdie Wet vereis dat 'n loonafrekening deur middel of in die teenwoordigheid van 'n bevoegde beampte moet geskied, geld geen betaling, kwitansie of afrekening wat anders tot stand gekom het as getuienis van die kwytskelding van of voldoening aan 'n eis ten aansien van sodanige loon nie en is dit ook nie as sodanig as getuienis toelaatbaar nie.

(4) As betaling deur 'n gesagvoerder voor 'n bevoegde beampte gemaak is, onderteken en gee genoemde beampte op versoek aan die gesagvoerder 'n staat van die hele bedrag aldus betaal, en daardie staat is in geskille tussen die gesagvoerder en sy werkgewer toelaatbaar as getuienis dat die gesagvoerder die betalings gemaak het wat daarin vermeld word.

(5) 'n Seeman kan uit die kwytskelding wat kragtens hierdie artikel deur hom onderteken is, enige bepaalde vordering of eis teen die eienaar of gesagvoerder van die skip uitsluit, en 'n aantekening van 'n eis of vordering wat aldus uitgesluit is, word op die kwytskelding aangeteken. Die kwytskelding geld nie as 'n afrekening of kwytskelding van 'n eis of vordering wat aldus aangeteken is nie, en subartikel (3) van hierdie artikel geld ook nie vir 'n betaling, kwitansie, of afrekening wat ten aansien van so 'n eis of vordering gemaak is nie."

Bevordering of degradering.—Wanneer 'n seeman bevorder of degradeer word, moet loon bereken word vir die hele tydperk van die reis teen die maandelikse koers oorspronklik vasgestel en die bedrag van die vermeerdering of vermindering, vir die tydperk wat op die bevordering of degradering volg, moet dan bygevoeg of afgetrek word. Die loon vir die twee dele van die tydperk moet nie afsonderlik bereken en saamgetel word nie.

M. 24.
BYLAE M.

UNIE VAN SUID-AFRIKA.

DEPARTEMENT VAN DOEANE EN AKSYNS (MARINE-AFDELING).
[HANDELSKEEPVAARTWET, 1951 (WET No. 57 VAN 1951).]

KWYTSKELDING BY BEEINDIGING VAN DIENS MET AANTEKENING VAN VORDERINGS EN EISE (INDIEN ENIGE) WAT UITGESLUIT IS.
(Artikel *eenhonderd vier-en-twintig* van die Wet.)

Naam van skip.	Amptelike nommer.	Datum waarop reis of indiensneming 'n aanvang geneem het.	Datum waarop reis of indiensneming beëindig is.	Plek waar reis of indiensneming beëindig is.

B.—DEDUCTIONS.

	£	s.	d.	Signature of Seaman in acknowledgment of Receipt.
Reduction of wages on disrating by £_____:____:____ per month for_____months_____days				
Advance on joining				
Fines				
Forfeitures—				
_____Pension Fund				
_____				
_____				
Other cash advances, stores, etc. (in date order)				
Radio account				
Cash on leaving ship				
Unemployment insurance for_____weeks				
TOTAL DEDUCATIONS.....£				

C.—	£	s.	d.
Amount due on day of discharge (A minus B)			
Leave due for voyage_____days			
Leave due for Sundays at sea_____days			
Leave taken during voyage_____days			
Total leave due_____days at_____per day			
Subsistence allowance_____days at_____per day			
BALANCE.....£			
ALLOTMENTS.....£			
FINAL BALANCE.....£			

Unemployment insurance contributions paid to date wages ceased

I hereby certify that the particulars appearing above are true and correct.

_____
Signature of Master/Owner.

Date_____
Place_____

I hereby acknowledge receipt of the sum of_____
pounds_____shillings_____pence.

_____
Signature of Seaman.

Date_____
Place_____

NOTES FOR GENERAL INFORMATION.

Settlement of wages.—Section *one hundred and twenty-four* of the Act, reads as follows:—

"(1) When settlement of the wages of a seaman of a South African ship is completed before a proper officer, the said seaman shall sign in the presence of the proper officer a release, in the prescribed form, of all claims in respect of the period of service concerned. The release shall also be signed by the proper officer and shall operate as a mutual discharge and settlement of all relative demands between the parties concerned, but shall not debar a claim under any law relating to workmen's compensation.

(2) The release shall be retained by the proper officer, and shall be admissible in evidence.

(3) Where the settlement of wages is by this Act required to be completed through or in the presence of a proper officer, no payment, receipt or settlement made otherwise shall operate as or be admitted as evidence of the release or satisfaction of any claim in respect of such wages.

(4) Upon any payment being made by a master before a proper officer, the said officer shall on request sign and give to the master a statement of the whole amount so paid, and that statement shall as between the master and his employer be admissible as evidence that the master has made the payments therein mentioned.

(5) A seaman may except from the release signed by him under this section any specified claim or demand against the owner or master of the ship, and a note of any claim or demand so excepted shall be entered upon the release. The release shall not operate as a discharge or settlement of any claim or demand so noted, nor shall sub-section (3) of this section apply to any payment, receipt, or settlement made with respect to any such claim or demand."

Promotion or disrating.—When a seaman is promoted or disrated, wages should be calculated for the whole period of the voyage at the rate per month originally fixed and the amount of the increase, or decrease, for the period subsequent to the promotion or disrating should be added or subtracted. The wages for the two parts of the period should not be calculated separately and added together.

M. 24.

ANNEXURE M.

UNION OF SOUTH AFRICA.

DEPARTMENT OF CUSTOMS AND EXCISE (MARINE SECTION).
[MERCHANT SHIPPING ACT, 1951 (ACT NO. 57 OF 1951).]

RELEASE ON TERMINATION OF SERVICE WITH NOTE OF EXCEPTED CLAIMS AND DEMANDS (IF ANY).
(Section *one hundred and twenty-four* of the Act.)

Name of Ship.	Official Number.	Date of Commencement of Voyage or Engagement.	Date of Termination of Voyage or Engagement.	Place of Termination of Voyage or Engagement.

Ons, die ondergetekende, lede van die bemanning van bogenoemde skip, onthef hiermee genoemde skip, en die gesagvoerder en eienaar(s) daarvan, van alle vorderings van lone of andersins, ten opsigte van bogenoemde reis of indiensneming, met uitsondering van die vorderings of eise wat op die keersy hiervan gespesifiseer is en wat geïdentifiseer is deur die handtekeninge van die onderskeie seelui wat sodanige vorderings of eise instel. En ek, die gesagvoerder/eienaar(s), onthef hiermee genoemde ondergetekende lede van die bemanning van alle vorderings ten opsigte van genoemde reis of indiensneming.

Handtekening van gesagvoerder/eienaar(s)

Gedateer hierdie ..... dag van ..... 19.....

Hawe.

Verwysingsnommer in ooreenkoms.	No. van verslagboek.	Balans van loon betaal.	Handtekeninge van seelui.	Datum waarop kwytskelding onderteken is.

Ek getuig dat bostaande kwytskelding verly is in my teenwoordigheid onderworpe aan die uitsluitings (indien enige) waarvan hierbo melding gemaak is.

Handtekening van bevoegde beampte.

Datum .....
Plek .....

AANTEKENING VAN VORDERINGS OF EISE WAT DEUR DIE ONDERSKEIE SEELUI WIE SE HANDTEKENINGE HIERONDER VERSKYN, UITGESLUIT IS VAN DIE KWYTSKELDING OP DIE EERSTE BLADSY HIERVAN.

Verwysingsnommer in ooreenkoms.	Nommer van verslagboek.	Handtekeninge van seelui.	Vorderings of eise.	Handtekening van bevoegde beampte.

M. 25.
BYLAE N.

UNIE VAN SUID-AFRIKA.

DEPARTEMENT VAN DOEANE EN AKSYNS (MARINE-AFDELING).

[HANDELSKEEPVAARTWET, 1951 (WET No. 57 VAN 1951).]

STAAT VAN BEDRAG VAN LONE WAT VOOR 'N BEVOEGDE BEAMPTE UITBETAAL IS.

[Artikel *eenhonderd vier-en-twintig* (4) van die Wet].

Naam van skip.	Amptelike nommer.	Registrasiehawe.	Naam van gesagvoerder.	Naam en adres van eienaar(s).	Datum waarop reis of indiensneming 'n aanvang geneem het.	Datum waarop reis of indiensneming beëindig is.	Plek waar reis of indiensneming beëindig is.

Hiermee sertifiseer ek dat die bedrag van ..... pond ..... sjielings ..... pennies (£..... s..... d.....), deur die gesagvoerder van bogenoemde skip in my teenwoordigheid uitbetaal is ter afrekening van lone in verband met bogenoemde reis of indiensneming.

Handtekening van bevoegde beampte.

Datum .....
Plek .....

Datum van betaling.	Name van seelui (in drukskrif).	Verwysingsnommer in ooreenkoms.	Nommer van verslagboek.	Bedrag.		
				£	s.	d.
			TOTAAL.....£			

We, the undersigned, members of the crew of the abovenamed ship, do hereby release the said ship, and the master and owner(s) thereof, from all claims for wages or otherwise, in respect of the abovenamed voyage or engagement, except as regards the claims or demands which are specified on the back hereof and which are identified by the signatures of the respective seamen making such claims or demands. And I, the master/owner(s), do hereby release the said undersigned members of the crew from all claims in respect of the said voyage or engagement.

Signature of Master/Owner(s).

Dated this ..... day of ..... 19....

Port.

Ref. No. in Agreement.	No. of Record Book.	Balance of Wages Paid.	Signatures of Seamen.	Date of Signing Release.

I attest the execution of the above release in my presence, subject to the exceptions above referred to (if any).

Signature of Proper Officer.

Date .....
Place .....

NOTE OF CLAIMS OR DEMANDS WHICH ARE EXCEPTED BY THE RESPECTIVE SEAMEN WHOSE SIGNATURES APPEAR BELOW FROM THE RELEASE ON THE FRONT PAGE HEREOF.

Ref. No. in Agreement.	No of Record Book.	Signatures of Seamen	Claims or Demands.	Signature of Proper Officer.

M. 25.

ANNEXURE N.

UNION OF SOUTH AFRICA.

DEPARTMENT OF CUSTOMS AND EXCISE (MARINE SECTION).
[MERCHANT SHIPPING ACT, 1951 (ACT No. 57 OF 1951).]

STATEMENT OF AMOUNT OF WAGES PAID OUT BEFORE A PROPER OFFICER.
[Section *one hundred and twenty-four* (4) of the Act].

Name of Ship.	Official No.	Port of Registry.	Name of Master.	Name and Address of Owner(s).	Date of Commencement of Voyage or Engagement.	Date of Termination of Voyage or Engagement.	Place of Termination of Voyage or Engagement.

I hereby certify that the amount of ..... pounds ..... shillings ..... pence (£..... s..... d.....), was paid out before me by the master of the abovementioned ship in settlement of wages in connection with the abovementioned voyage or engagement.

Signature of Proper Officer.

Date .....
Place .....

Date of Payment.	Names of Seamen (in block letters).	Reference Number in Agreement.	Number of Record Book.	Amount.		
				£	s.	d.
			TOTAL.....£			

M. 26.
BYLAE O.

UNIE VAN SUID-AFRIKA.

DEPARTEMENT VAN DOEANE EN AKSYNS (MARINE-AFDELING).

[HANDELSKEEPVAARTWET, 1951 (WET No. 57 VAN 1951).]

TOEWYSINGSORDER.

(Artikel *eenhonderd-en-dertig* van die Wet.)

[OPMERKING.—Hierdie vorm mag slegs gebruik word ten gunste van die seeman se vrou, vader, moeder, grootvader, grootmoeder, kind, kleinkind, broer of suster, of die voog of persoon wat toesig het oor die seeman se kind, of 'n spaarbank of 'n liggaam wat hom besig hou met die bevordering van die welsyn van seemanne en wat kragtens die Wet op Welsynsorganisasies, 1947 (Wet No. 40 van 1947) geregistreer is.]

A. Skip waarop seeman in diens geneem is:—

Naam, registrasiehawe en amptelike nommer van skip_____

B. Naam, ens., van seeman deur wie toewysing gemaak word:—

Familienaam (in drukskrif).	Voorname (in drukskrif).	Huisadres.	No. van verslagboek.

Rang of gradering.

C. Familielid of spaarbank of welsynsliggaam ten gunste van wie hierdie toewysingsorder gegee word:—

Voorname, familienaam (in drukskrif) en adres van familielid, of naam en adres van spaarbank of welsynsliggaam.	Mate van verwantskap.

D. Bedrag en besonderhede van toewysing:—

	Pond.	Sjielings.	Pennies.	Datum waarop eerste betaling gemaak moet word.	Met watter tussenpose betalings moet geskied. (As slegs een betaling gemaak moet word, vul in „slegs een betaling".)
Syfers.....					
Woorde.....					

Aangesien die seeman in afdeling B hierbo genoem 'n ooreenkoms aangegaan het om te dien op die skip in afdeling A hierbo genoem, en versoek het dat 'n stipulasie in die ooreenkoms ingevoeg word vir die toewysing van 'n deel van sy loon deur middel van 'n toewysingsorder, en aangesien sodanige stipulasie ingevoeg is ingevolge artikel *eenhonderd-en-dertig* van die Handelskeepvaartwet, 1951 (Wet No. 57 van 1951), gee ek, die ondergetekende, gevolmagtigde agent/gesagvoerder/eienaar van genoemde skip, hierdie toewysingsorder vir die bedrag in afdeling D hierbo genoem ten gunste van die familielid of spaarbank of welsynsliggaam wat in afdeling C hierbo genoem is, ten einde dat genoemde familielid of spaarbank of welsynsliggaam daartoe geregtig sal wees om die bedrag wat so toegewys is ooreenkomstig die bepalings van artikel *eenhonderd een-en-dertig* van die Handelskeepvaartwet, 1951 (Wet No. 57 van 1951) te verhaal.

Handtekening van gevolmagtigde agent/gesagvoerder/eienaar.

Handtekening van seeman.

Geteken voor my op hierdie_____ dag van_____ 19____

Handtekening van bevoegde beampte.

Plek_____

OPMERKING.—As hierdie toewysing ten gunste van 'n vrou is, moet die huweliksertifikaat, indien dit verlang word, getoon word wanneer betaling geëis word.

STAAT VAN BEDRAE ONTVANG.

Datum.	Bedrag ontvang.	Handtekening van ontvanger.
	£ s. d.	

M. 26.

ANNEXURE O.

UNION OF SOUTH AFRICA.

DEPARTMENT OF CUSTOMS AND EXCISE (MARINE SECTION).
[MERCHANT SHIPPING ACT, 1951 (ACT No. 57 OF 1951).]

ALLOTMENT NOTE.
(Section *one hundred and thirty* of the Act.)

[NOTE.—This form may only be used in favour of the seaman's wife, father, mother, grandfather, grandmother, child, grandchild, brother or sister, or the guardian or person having custody of the seaman's child, or a savings bank or a body engaged in the promotion of the welfare of seamen and registered under the Welfare Organisations Act, 1947 (Act No. 40 of 1947).]

A. Ship in which seaman has engaged:—

Name, port of registry and official No. of ship_____

B. Name, etc., of seaman by whom allotment is made:—

Surname (in block letters).	Christian Names (in block letters).	Home Address.	No. of Record Book.

Rank or Rating.

C. Relative or savings bank or welfare body in whose favour this allotment note is given:—

Christian Names, Surname (in block letters) and Address of Relative, or Name and Address of Savings Bank or Welfare Body.	Degree of Relationship.

D. Amount and particulars of allotment:—

	Pounds.	Shillings.	Pence.	Date when First Payment is to be made.	Intervals at which Payment is to be made. (If only one payment is to be made, insert "one payment only.")
Figures.....					
Words.....					

The seaman named in division B above, having entered into an agreement to serve in the ship named in division A above, and having required that a stipulation be inserted in the agreement for the allotment of part of his wages by means of an allotment note, and such stipulation having been inserted pursuant to section *one hundred and thirty* of the Merchant Shipping Act, 1951 (Act No. 57 of 1951), I the undersigned, being the authorised agent/master/owner of the said ship, give this allotment note for the amount named in division D above in favour of the relative or savings bank or welfare body named in division C above, to the intent that the said relative or savings bank or welfare body shall be entitled to recover the sum so allotted in accordance with the provisions of section *one hundred and thirty-one* of the Merchant Shipping Act, 1951 (Act No. 57 of 1951).

Signature of Authorised Agent/Master/Owner.

Signature of Seaman.

Signed before me this_____day of_____19____

Signature of Proper Officer.

Place_____

NOTE.—If this allotment is in favour of a wife, the marriage certificate must, if required, be produced when payment is demanded.

STATEMENT OF AMOUNTS RECEIVED.

Date.	Amount Received.			Signature of Payee.
	£	s.	d.	

M. 27.
BYLAE P.

UNIE VAN SUID-AFRIKA.

DEPARTEMENT VAN DOEANE EN AKSYNS (MARINE-AFDELING).
[HANDELSKEEPVAART, 1951 (WET No. 57 VAN 1951).]

VERSLAG VAN DOOD VAN 'N SEEMAN OF LEERLING-OFFISIER TERWYL HY IN DIENS IS VAN 'N SUID-AFRIKAANSE SKIP, EN REKENSKAP VAN EIENDOM.
(Artikels *eenhonderd sewe-en-veertig* en *eenhonderd agt-en-veertig* van die Wet).

1. Besonderhede van skip.

Naam van skip.	Amptelike-nommer.	Registrasiehawe.	Naam van gesagvoerder. (Voluit).	Naam en adres van eienaar(s).	Beskrywing van reis (d.w.s. op vreemde vaart, kusvaart, visvang, ens.).

2. Besonderhede in verband met die oorledene.

Familienaam. (In drukskrif).	Voorname. (In drukskrif).	Geboorteplek.	Geboorte-datum.	Huisadres of laaste verblyfplek.	Nasionaliteit.	Ras (d.w.s. blanke, Kleurling, Naturel, ens.).

Rang of gradering, met besonderhede van sertifikaat, indien enige.	Nommer van verslag-boek.	Naam en adres van naasbestaande.	Plek van dood.	Datum van dood.	Of dood plaasgevind het aan wal of aan boord skip.	Oorsaak van dood (meld ook of dit gedurende 'n reis of andersins gebeur het).	Of mediese dienste gelewer is en deur wie.

3. Rekenskap van loon en eiendom.
(*a*) Loon.

Verdienstes—	£	s.	d.	Aftrekkings—	£	s.	d.
____maande teen £____:____:____per maand				Vermindering van loon by degradering met £____:____:____per maand vir____ maande____dae.....			
____dae teen £____:____:____per dag.....				Voorskot by aansluiting.....			
Verhoging van loon by bevordering met £____:____:____per maand vir____maande ____dae.....				Boetes.....			
				Verbeurings.....			
Oortyd____uur teen____per uur.....				____Pensioenfonds			
Verlof verskuldig vir reis____dae.....							
Verlof verskuldig vir Sondae ter see____dae				Ander kontant voorskotte, voorrade, ens.			
Verlof gedurende reis geneem____dae..				Radiorekening.....			
Totale verlof verskuldig____dae teen____ per dag.....				Werkloosheidversekering vir____weke..			
Ander verdienstes.....				Toewysingsorders.....			
Onderhoudstoelae____dae teen____per dag				Ander aftrekkings.....			
TOTALE VERDIENSTES.....£							
AFTREKKINGS.....£							
FINALE BALANS.....£				TOTALE AFTREKKINGS.....£			

(*b*) Ander gelde.

	£	s.	d.
TOTAAL.....£			

(*c*) Artikels: Lys van artikels soos dit in die amptelike skeepsjoernaal of ander amptelike dokument verskyn____

M. 27.

ANNEXURE P.

UNION OF SOUTH AFRICA.

DEPARTMENT OF CUSTOMS AND EXCISE (MARINE SECTION).
[MERCHANT SHIPPING ACT, 1951 (ACT No. 57 OF 1951).]

REPORT OF DEATH OF A SEAMAN OR APPRENTICE-OFFICER WHILST IN THE SERVICE OF A SOUTH AFRICAN SHIP, AND ACCOUNT OF PROPERTY.
(Sections *one hundred and forty-seven* and *one hundred and forty-eight* of the Act).

1. Particulars of ship.

Name of Ship.	Official Number.	Port of Registry.	Name of Master. (In full).	Name and Address of Owner(s).	Description of Voyage (i.e. foreign-going, coasting, fishing, etc.).

2. Particulars regarding the deceased.

Surname. (In block letters).	Christian Names. (In block letters).	Place of Birth.	Date of Birth.	Home Address or last Place of Abode.	Nationality.	Race (i.e. European, Coloured, Native, etc.).

Rank or Rating with details of certificate, if any.	No. of Record Book.	Name and Address of Next-of-Kin.	Place of Death.	Date of Death.	Whether Death occurred Ashore or on Board Ship.	Cause of Death (including whether during a voyage or otherwise).	Whether Medical Services rendered and by Whom.

3. Account of wages and property.

(*a*) Wages.

Earnings—	£	s.	d.	Deductions—	£	s.	d.
....months at £....:....:....per month.				Reduction of wages on disrating by £....:....:....per month for.... months....days.....			
....days at £....:....:....per day.....				Advance on joining.....			
Increase of wages on promotion by £....:....:....per month for....months ....days.....				Fines.....			
				Forfeitures.....			
Overtime....hours at....per hour.....				....Pension Fund			
Leave due for voyage....days.....							
Leave due for Sundays at sea....days...				Other cash advances, stores, etc.....			
Leave taken during voyage....days...				Radio account.....			
Total leave due....days at....per day				Unemployment insurance for....weeks			
Other earnings.....				Allotment notes.....			
Subsistence allowance....days at.... per day.....				Other deductions.....			
TOTAL EARNINGS.....£							
DEDUCTIONS.....£							
FINAL BALANCE.....£				TOTAL DEDUCTIONS.....£			

(*b*) Other moneys.

	£	s.	d.
TOTAL.....£			

(*c*) Articles: Inventory of articles as appearing in the official log-book or other official document....

4. Hiermee verklaar ek dat die besonderhede wat in afdelings 1, 2 en 3 van hierdie vorm verskyn na my beste wete en oortuiging waar en juis is.

Datum_____ Handtekening van Gesagvoerder.
Plek_____

5. Hiermee verklaar ek dat die dood van die persoon in hierdie vorm opgeteken aan my gerapporteer is op die_____ dag van_____.

Datum_____ Handtekening van Bevoegde Beampte.
Plek_____

6. Hiermee sertifiseer ek dat ek die besonderhede wat in afdeling 3 van hierdie vorm verskyn, gekontroleer en bevestig het deur middel van_____ (bewysstukke, amptelike skeepsjoernaal of ander skeepsdokumente), en dat die geld wat 'n totaal beloop van £_____:____:____, sowel as die artikels wat in afdeling 3 genoem word, hierdie dag aan my afgelewer is.

Datum_____ Handtekening van Bevoegde Beampte.
Plek_____

OPMERKINGS:—

(1) Wat afdeling 2 betref, as die persoon in die loop van 'n reis gesterf het, moet die gesagvoerder 'n verslag lewer van al die omstandighede van die sterfgeval. As die persoon nie in die loop van 'n reis gesterf het nie, moet die gesagvoerder sodanige inligting as wat beskikbaar is, verstrek.

(2) Wanneer 'n sterfgeval in die loop van 'n reis voorkom, moet die gesagvoerder die saak binne 48 uur na aankoms by die volgende aandoen-hawe rapporteer aan die bevoegde beampte aldaar wat afdeling 5 van hierdie vorm moet voltooi en aflewering van die loon en ander eiendom moet neem of moet gelas dat dit aan die bevoegde beampte by 'n ander hawe afgelewer moet word.

(3) Wanneer die loon en ander eiendom aan die bevoegde beampte afgelewer word, moet hy afdeling 6 van hierdie vorm voltooi en 'n afskrif van die voltooide vorm aan die gesagvoerder vir sy rekords teruggee.

(4) Geen aftrekkings deur die gesagvoerder geëis sal toegestaan word nie tensy dit gestaaf word deur sodanige bewysstukke as wat billikerwyse deur die bevoegde beampte vereis mag word en, as 'n amptelike skeepsjoernaal gehou moet word, deur 'n inskrywing daarin wat gemaak en gewaarmerk is soos vereis kragtens die Handelskeepvaartwet, 1951.

(5) Die gesagvoerder moet 'n sterfgeval so gou doenlik aan die naasbestaande rapporteer.

(6) In die geval van sterfgevalle wat aan boord skip plaasvind, word die aandag van die gesagvoerder gevestig op die opgawe wat hy moet indien ingevolge artikel *eenhonderd nege-en-tagtig* van die Handelskeepvaartwet, 1951, en hierdie vorm moet nie met daardie opgawe verwar word nie.

M. 28.
BYLAE Q.

UNIE VAN SUID-AFRIKA.

DEPARTEMENT VAN DOEANE EN AKSYNS (MARINE-AFDELING).

[HANDELSKEEPVAARTWET, 1951 (WET No. 57 VAN 1951).]

(*a*) KENNISGEWING VAN DIE VERSUIM VAN 'N SEEMAN OF LEERLING-OFFISIER OM AAN BOORD TE WEES WANNEER DIE SKIP TER SEE VAAR.

(Artikel *eenhonderd sewe-en-sewentig* van die Wet.)

(*b*) GESERTIFISEERDE AFSKRIF VAN INSKRYWING IN AMPTELIKE SKEEPSJOERNAAL IN DIE GEVAL VAN DROSTING VAN 'N SUID-AFRIKAANSE SKIP.

(Artikel *eenhonderd-en-vyftien* van die Wet.)

1. Aan die_____(die bevoegde beampte).

U word hiermee in kennis gestel dat ondervermelde seeman/leerling-offisier ten tye van vertrek, d.w.s. om_____(tyd) op die_____(datum) vanaf_____(naam van hawe) nie aan boord van my skip was nie:

Name voluit (in drukskrif) van seeman of leerling-offisier.	Nasionaliteit.	Geboorteplek.	Huisadres.

Rang of gradering.	No. van verslagboek.	Waar ooreenkoms aangegaan is en datum.	Waar ooreenkoms sou beëindig word.	No. van seeman of leerling-offisier soos dit in ooreenkoms verskyn.

Handtekening van Gesagvoerder.

Naam en adres van Eienaars van Skip.

Naam van skip. Amptelike No. van skip. Registrasiehawe.

Date_____
Plek_____

2. Die seeman/leerling-offisier hierbo aangeteken is in die amptelike skeepsjoernaal as 'n droster ingeskryf, en ek versoek hiermee 'n gesertifiseerde afskrif van die joernaalinskrywing.

Handtekening van gesagvoerder.

Datum_____

3.

Handtekening van Bevoegde Beampte.

Datum_____
Plek_____

4. I hereby certify that the particulars appearing in divisions 1, 2 and 3 of this form are true and correct to the best of my knowledge and belief.

Signature of Master.

Date_____
Place_____

5. I hereby declare that the death of the person recorded in this form has been reported to me on the_____day of _____19____.

Signature of Proper Officer.

Date_____
Place_____

6. I hereby certify that I have verified the particulars appearing in division 3 of this form from_____(vouchers, official log-book or other ship's documents), and that the money amounting to a total of £_____:____:____together with the articles mentioned in division 3 have this day been delivered to me.

Signature of Proper Officer.

Date_____
Place_____

NOTES:—

(1) In regard to division 2, if the person died during the course of a voyage the master shall furnish a report of all the circumstances of the death. If the person did not die during the course of a voyage, the master shall furnish such information as is available.
(2) When a death occurs during a voyage, the master shall report the matter within 48 hours after arrival at the next port of call to the proper officer there who shall complete division 5 of this form and obtain delivery of the wages and other property or direct that they be delivered to the proper officer at some other port.
(3) When the wages and other property are delivered to the proper officer, he shall complete division 6 of this form and return a copy of the completed form to the master for his records.
(4) No deductions claimed by the master are allowed unless verified by such vouchers as may reasonably be required by the proper officer and, if an official log-book is required to be kept, by an entry therein made and attested as required by the Merchant Shipping Act, 1951.
(5) A master shall report a death as soon as practical to the next-of-kin.
(6) In the case of deaths occurring on board ship, the attention of the master is drawn to the return which he is required to submit in terms of section *one hundred and eighty-nine* of the Merchant Shipping Act, 1951, and this form must not be confused with that return.

M. 28.

ANNEXURE Q.

UNION OF SOUTH AFRICA.

DEPARTMENT OF CUSTOMS AND EXCISE (MARINE SECTION).

[MERCHANT SHIPPING ACT, 1951 (ACT No. 57 OF 1951).]

(*a*) NOTIFICATION OF THE FAILURE OF A SEAMAN OR APPRENTICE-OFFICER TO BE ON BOARD AT THE TIME OF SAILING.

(Section *one hundred and seventy-seven* of the Act.)

(*b*) CERTIFIED COPY OF ENTRY IN OFFICIAL LOG-BOOK IN THE CASE OF DESERTION FROM A SOUTH AFRICAN SHIP.

(Section *one hundred and fifteen* of the Act.)

1. To the_____(the proper officer).

You are hereby notified that the undermentioned seaman/apprentice-officer was not on board my ship at the time of sailing, that is, at_____(time) on the_____(date) from_____(name of port).

Names in Full (in block letters) of Seaman or Apprentice-officer.	Nationality.	Place of Birth.	Home Address.

Rank or Rating.	No. of Record Book.	Where Agreement Entered into and Date.	Where Agreement was to Terminate.	No. of Seaman or Apprentice-officer as Appearing in Agreement.

Signature of Master.

Name and Address of Owners of Ship.

Name of Ship. Official No. of Ship. Port of Registry.

Date_____
Place_____

2. The seaman/apprentice-officer recorded above has been entered in the official log-book as a deserter and I hereby request a certified copy of the log-entry.

Signature of Master.

Date_____

3.

Signature of Proper Officer.

Date_____
Place_____

OPMERKINGS:—

(1) Vir die leiding van gesagvoerders van Statebond-skepe, uitgesonderd Suid-Afrikaanse skepe—

(*a*) Die aandag word gevestig op die bepalings van artikel *eenhonderd sewe-en-sewentig* van die Wet wat op die keersy van hierdie vorm gedruk is.

(*b*) Hierdie vorm kan vir een of meer seelui gebruik word.

(*c*) Wanneer 'n seeman of leerling-offisier wat tot die skip behoort ten tye van vertrek vanaf 'n Suid-Afrikaanse hawe nie aan boord is nie, moet Afdeling 1 van hierdie vorm voltooi word en die vorm moet so gou moontlik aan die bevoegde beampte by *daardie hawe* gelewer word.
Die res van die vorm is nie van toepassing nie.

(2) Vir die leiding van gesagvoerders van Suid-Afrikaanse skepe—

(*a*) Die aandag word gevestig op die bepalings van artikels *eenhonderd sewe-en-sewentig* en *eenhonderd-en-vyftien* van die Wet wat op die keersy van hierdie vorm gedruk is.

(*b*) Hierdie vorm kan vir een of meer seelui gebruik word.

(*c*) Wanneer 'n seeman of leerling-offisier wat tot die skip behoort ten tye van vertrek vanaf enige hawe waar ook al nie aan boord is nie, moet Afdeling 1 van hierdie vorm voltooi word en die vorm moet so gou moontlik aan die bevoegde beampte by *daardie hawe* gelewer word.

(*d*) Hierdie vorm kan ook gebruik word vir die doel om 'n gesertifiseerde afskrif van die joernaalinskrywing te verkry om aan die bepalings van artikel *eenhonderd-en-vyftien* van die Wet te voldoen. In so 'n geval moet die gesagvoerder beide Afdelings 1 en 2 voltooi, en die bevoegde beampte sal Afdeling 3 voltooi.

Artikel *eenhonderd sewe-en-sewentig*:—

„As 'n seeman of leerling-offisier wat op 'n Statebond-skip in diens geneem is of daartoe behoort, nie aan boord van daardie skip is nie wanneer dit ter see uitvaar—

(*a*) uit 'n Unie-hawe, in die geval van 'n Statebond-skip (behalwe 'n Suid-Afrikaanse skip); of

(*b*) uit enige hawe waar ook al in die geval van 'n Suid-Afrikaanse skip;

gee die gesagvoerder van die skip so gou moontlik in die voorgeskrewe vorm en op die voorgeskrewe wyse skriftelike kennis van die feit aan die bevoegde beampte by daardie hawe."

Artikel *eenhonderd-en-vyftien*:—

„(1) In elke geval van drosting vanaf 'n Suid-Afrikaanse skip by 'n hawe buite die Unie vertoon die gesagvoerder so gou moontlik na die gebeurtenis die aantekening van die gebeurtenis in die amptelike skeepsjoernaal aan 'n bevoegde beampte, en versoek hy die beampte om 'n afskrif van sodanige aantekening te maak en te sertifiseer, en die bevoegde beampte voldoen aan die versoek by ontstentenis van 'n redelike oorsaak om dit te weier.

(2) Die gesertifiseerde afskrif gemaak ingevolge subartikel (1) word deur die gesagvoerder aan die direkteur gestuur en is toelaatbaar as getuienis."

M. 29.
BYLAE R.

UNIE VAN SUID-AFRIKA.

(_____manne).

DEPARTEMENT VAN DOEANE EN AKSYNS (MARINE-AFDELING).
[HANDELSKEEPVAARTWET, 1951 (WET No. 57 VAN 1951).]

(_____bladsye).

AMPTELIKE SKEEPSJOERNAAL VIR 'N SKIP OP VREEMDE VAART OF 'N KUSVAARDER.
(Artikel *eenhonderd twee-en-tagtig* van die Wet).

Naam van skip.	Amptelike No.	Registrasiehawe.	Registertonnemaat.		Volle naam (in drukskrif) en adres van gesagvoerder.	Besonderhede van gesagvoerder se sertifikaat (No., datum, graad en plek waar uitgereik).
			Bruto.	Netto.		

Hawe waar reis begin het.	Datum waarop reis begin het.	Aard van reis of indiensneming.	Hawe waar reis beëindig is.	Datum waarop reis beëindig is.

Afgelewer aan die bevoegde beampte te_____ op die_____ dag van_____ 19____

Handtekening van Bevoegde Beampte.

Handtekening van Gesagvoerder.

Datum_____

Plek_____

NOTES:—

(1) For the guidance of masters of Commonwealth ships other than South African ships—

(*a*) Attention is invited to the provisions of section *one hundred and seventy-seven* of the Act quoted on the reverse side of this form.

(*b*) This form may be used for one or more seamen.

(*c*) When a seaman or apprentice-officer belonging to the ship is not on board at the time of sailing from a South African port, Division 1 of this form shall be completed and the form rendered as soon as possible to the proper officer at *that port*. The rest of the form is not applicable.

(2) For the guidance of masters of South African ships—

(*a*) Attention is invited to the provisions of sections *one hundred and seventy-seven* and *one hundred and fifteen* of the Act quoted on the reverse side of this form.

(*b*) This form may be used for one or more seamen.

(*c*) When a seaman or apprentice-officer belonging to the ship is not on board at the time of sailing from any port whatsoever, Division 1 of this form shall be completed and the form rendered as soon as possible to the proper officer at *that port*.

(*d*) This form may also be used for the purpose of obtaining a certified copy of the log-entry to comply with the provisions of section *one hundred and fifteen* of the Act. In such a case the master must complete both Divisions 1 and 2, and the proper officer will complete Division 3.

Section *one hundred and seventy-seven*:—

" If a seaman or apprentice-officer engaged on or belonging to a Commonwealth ship is not on board that ship at the time of sailing—

(*a*) from a Union port, in the case of a Commonwealth ship other than a South African ship; or

(*b*) from any port whatsoever, in the case of a South African ship;

the master of the ship shall, as soon as possible, given written notice of the fact in the prescribed form and manner to the proper officer of that port ".

Section *one hundred and fifteen*:—

" (1) In every case o desertion from a South African ship at a port outside the Union, the master shall as soon as possible after the event produce the entry of the desertion in the official log-book to a proper officer, and shall request that officer to make and certify a copy of such entry, and the proper officer shall, in the absence of reasonable cause to the contrary, comply with that request.

(2) The certified copy made in terms of sub-section (1) shall be transmitted by the master to the director and shall be admissible in evidence ".

M. 29.

ANNEXURE R.

UNION OF SOUTH AFRICA.

(_____men).

DEPARTMENT OF CUSTOMS AND EXCISE (MARINE SECTION).
[MERCHANT SHIPPING ACT, 1951 (ACT NO. 57 OF 1951).]

(_____pages).

OFFICIAL LOG-BOOK FOR A FOREIGN-GOING SHIP OR A COASTING SHIP.
(Section *one hundred and eighty-two* of the Act).

Name of Ship.	Official No.	Port of Registry.	Register Tonnage.		Full Name (in block letters) and Address of Master.	Particulars of Master's Certificate (No., date, grade and place of issue).
			Gross.	Net.		

Port where Voyage commenced.	Date when Voyage commenced.	Nature of Voyage or Employment.	Port where Voyage terminated.	Date when Voyage terminated.

Delivered to the proper officer at_____on the_____day of_____19____

_____
Signature of Master.

_____
Signature of Proper Officer.

Date_____

Place_____

LEDE VAN DIE BEMANNING EN VERSLAG OOR ELKE LID.

No.	Name voluit (in dieselfde volgorde as in die ooreenkoms).	Hoedanigheid waarin in diens geneem.	Verslag oor karakter.		No. van verslag-boek.	As daar enige inskrywing in die amptelike skeepsjoernaal is in verband met 'n lid van die bemanning, moet die bladsy waar die aantekening voorkom in hierdie kolom teenoor sy naam aangeteken word.
			Bekwaamheid.	Gedrag.		
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						
21						
22						
23						

GEBOORTES, STERFGEVALLE EN HUWELIKE WAT PLAASVIND GEDURENDE 'N REIS.

OPMERKINGS WAT BETREF DIE VOLTOOIING VAN DIE VOLGENDE BLADSY:—

(1) In artikel *eenhonderd drie-en-tagtig* van Wet No. 57 van 1951 (aangehaal op bladsy 00) word bepaal dat die gesagvoerder besonderhede in die amptelike skeepsjoernaal moet aanteken van *elke* geboorte, sterfgeval en huwelik wat aan boord van sy skip plaasvind, en in paragrawe (*e*) en (*f*) van daardie artikel word melding gemaak van „ besonderhede as wat voorgeskryf mag word " ten opsigte van sterfgevalle en geboortes. Die betrokke afdelings op die volgende bladsy hiervan is opgestel om aan voornoemde twee paragrawe van artikel *eenhonderd drie-en-tagtig* te voldoen en ook om al die vereiste besonderhede betreffende huwelike te bevat, en hulle moet gevolglik deur die gesagvoerder voltooi word.

(2) Wat sterfgevalle betref, moet die gesagvoerder benewens die voltooiing van die betrokke afdeling op die volgende bladsy, ook in die verhalende deel van hierdie boek volle besonderhede betreffende die sterfgeval vermeld, veral in die geval van moord, verdwyning en selfmoord.

(3) Wanneer daar deur die gesagvoerder aanvaar word dat 'n persoon dood is omdat die betrokke persoon as „ vermis " gerapporteer is, of wanneer daar veronderstel word dat 'n persoon gedood is of verdrink het as gevolg van die feit dat hy oorboord geval of gespring het, of van 'n touleer wat aan die skip vasgeheg is of van die skip se loopplank geval het, word daar geag dat die sterfgeval aan boord van die skip plaasgevind het.

(4) As 'n sterfgeval plaasvind in 'n hawe, maar nie aan boord van die skip nie, en die besonderhede aan die gesagvoerder bekend is, moet sodanige besonderhede ook in die amptelike skeepsjoernaal aangeteken word.

(5) In die geval van die afsterwe van 'n seeman of leerling-offisier, word die aandag van die gesagvoerder gevestig op die bepalings van artikels *eenhonderd ses-en-veert'g* en *eenhonderd agt-en-veertig* van Wet No. 57 van 1951 (aangehaal op bladsy 00), nl. dat hy die persoon se eiendom in sy sorg moet neem, 'n opgawe daarvan moet maak en rekenskap daarvan moet gee.

(6) Die gesagvoerder moet in gedagte hou dat, benewens die inskrywing in hierdie amptelike skeepsjoernaal van besonderhede van elke geboorte en sterfgeval, hy ingevolge artikel *eenhonderd nege-en-tagtig* van Wet No. 57 van 1951 ook 'n opgawe moet voltooi en indien.

(7) In verband met huwelike moet die gesagvoerder in gedagte hou dat, tensy hy deur die Minister van Justisie as huweliksbeampte aangestel is, hy geen huwelikspleгtigheid mag voltrek nie, en as sodanige plegtigheid deur hom voltrek word, sal die huwelik onwettig wees.

(8) As die voorval ter see plaasvind, is die plek waar die geboorte, sterfgeval of huwelik plaasvind die breedte- en lengtegraad-posisie van die skip.

GEBOORTES.

KIND.

Geboortedatum.	Geboorteplek.	Of hy leef en of hy dood is.	Voorname (in drukskrif).	Geslag.

MEMBERS OF THE CREW AND REPORT ON EACH MEMBER.

No.	Names in Full (in the same order as in the agreement).	Capacity in which Engaged.	Report of Character.		No. of Record Book.	If there is any entry in the Official Log-book relating to a Member of the Crew, the page where the entry is to be found should be noted in this column opposite his name.
			Ability.	Conduct.		
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						
21						
22						
23						

BIRTHS, DEATHS AND MARRIAGES WHICH TAKE PLACE DURING A VOYAGE.

NOTES AS TO THE COMPLETION OF THE NEXT PAGE:—

(1) Section *one hundred and eighty-three* of Act No. 57 of 1951 (quoted on page 00) requires the master to record particulars in the official log-book of *every* birth, death and marriage happening on board his ship, and paragraphs (*e*) and (*f*) of that section refer to "particulars as may be prescribed" in regard to deaths and births. The relative divisions on the next page hereof have been drafted to comply with the aforementioned two paragraphs of section *one hundred and eighty-three* and also to contain all the required particulars regarding marriages, and they are accordingly to be completed by the master.

(2) In regard to deaths, the master shall, in addition to completing the relative division on the next page, also state in the narrative portion of this book full particulars attending the death, more particularly in the case of murder, disappearance and suicide.

(3) When the death of a person is assumed by the master to have taken place because the person in question is reported to be "missing", or where a person is supposed killed or drowned as a result of falling or jumping overboard, falling from a rope ladder attached to the ship, or from the ship's gangway, the death shall be regarded as having taken place on board ship.

(4) If a death occurs in a port but not on board ship and the particulars are known to the master, such particulars are also to be recorded in the official log-book.

(5) In the case of the death of a seaman or apprentice-officer, the attention of the master is drawn to the provisions of sections *one hundred and forty-six* and *one hundred and forty-eight* of Act No. 57 of 1951 (quoted on page 00) regarding the taking charge of and the recording of the property of the deceased and the account to be rendered.

(6) The master must bear in mind that in addition to the recording in this official log-book of particulars of every birth and death, he is also in terms of section *one hundred and eighty-nine* of Act No. 57 of 1951, required to complete and submit a return.

(7) In regard to marriages, the master must bear in mind that, unless he has been appointed as a marriage officer by the Minister of Justice, he has no power to perform a marriage ceremony, and if such ceremony is performed by him the marriage will be illegal.

(8) If the event occurs at sea, the place of birth, death or marriage is the latitudinal and longitudinal position of the vessel.

BIRTHS.

CHILD.

Date of Birth.	Place of Birth.	Whether Alive or Dead.	Christian Names (in block letters).	Sex.

GEBOORTES (*vervolg*).

VADER.

Voorname (in drukskrif).	Familienaam (in drukskrif).	Ras.	Nasionaliteit.	Geboorteplek.	Ouderdom.	Rang, beroep of ambag.

GEBOORTES (*vervolg*).

MOEDER.						ALBEI OUERS.	
Voorname (in drukskrif).	Geboortenaam (in drukskrif).	Ras.	Nasionaliteit.	Geboorteplek.	Ouderdom.	Gewone verblyfplek.	Plek waar getroud.

STERFGEVALLE.

Voorname (in drukskrif).	Familienaam (in drukskrif).	Datum van afsterwe.	Plek waar oorlede.	Geslag.	Ouderdom.	Ras.	Nasionaliteit.	Geboorteplek.

STERFGEVALLE (*vervolg*).

Ongetroud, getroud, geskei, wewenaar of weduwee.	Rang, beroep of ambag.	Gewone verblyfplek.	Begraafplek.	Oorsaak van dood.	Naam van ouer of voog (in drukskrif) in die geval van 'n kind.

HUWELIKE.

Datum van huwelik.	Plek waar huwelik voltrek is.	BRUIDEGOM.						
		Voorname (in drukskrif).	Familienaam (in drukskrif).	Geboorte-datum.	Geboorte-plek.	Nasio-naliteit.	Ras.	Ongetroud, geskei of wewenaar.

HUWELIKE (*vervolg*).

BRUID.							Met of sonder huweliks-voorwaardes.	Handtekening en titel van persoon wat plegtigheid voltrek het.
Voorname (in drukskrif).	Familienaam (in drukskrif).	Geboorte-datum.	Geboorte-plek.	Nasio-naliteit.	Ras.	Ongetroud, geskei of weduwee.		

BIRTHS (*continued*).

FATHER.						
Christian Names (in blockletters).	Surname (in block letters).	Race.	Nationality.	Birthplace.	Age.	Rank, Profession or Occupation.

BIRTHS (*continued*).

MOTHER.						BOTH PARENTS.	
Christian Names (in block letters).	Maiden Surname (in block letters).	Race.	Nationality.	Birthplace.	Age.	Usual Place of Residence.	Place of Marriage.

DEATHS.

Christian Names (in block letters).	Surname (in block letters).	Date of Death.	Place of Death.	Sex.	Age.	Race.	Nationality.	Birthplace.

DEATHS (*continued*).

Whether Single, Married, Divorced, Widower or Widow.	Rank, Profession or Occupation.	Usual Place of Residence.	Place of Burial.	Cause of Death.	Name of Parent or Guardian (in block letters) in the Case of a Child.

MARRIAGES.

Date of Marriage.	Place of Marriage.	BRIDEGROOM.						
		Christian Names (in block letters).	Surname (in block letters).	Date of Birth.	Place of Birth.	Nationality.	Race.	Single, Divorced or Widower.

MARRIAGES (*continued*).

BRIDE.							With or Without Antenuptial Contract.	Signature and Title of Person who Performed the Ceremony.
Christian Names (in block letters).	Surname (in block letters).	Date of Birth.	Place of Birth.	Nationality.	Race.	Single, Divorced or Widow.		

REGISTER VAN BOOT-OEFENINGE EN BRANDWEEROEFENINGE EN INSPEKSIE VAN REDDINGSTOESTELLE SOOS VEREIS KRAGTENS ARTIKEL *TWEEHONDERD DRIE-EN-DERTIG* VAN WET No. 57 VAN 1951.

OPMERKING.—Indien boot-oefening of brandweeroefening nie gehou word en inspeksie nie gedoen word soos vereis nie, moet die redes in die eerste drie kolomme hiervan ingeskryf word.

Datum van oefeninge, en inspeksie van reddingstoestelle.	* Aard van oefening.	Aard van inspeksie van reddingstoestelle en toestand waarin hulle gevind is.	Datum van inskrywing.	Handtekeninge van gesagvoerder en skeepsoffisier.

* 'n Inskrywing behoort gemaak te word van die soort oefening wat gehou was, d.w.s., of die bote uitgeswaai en beman was, ens., of die passasiers of bemanning saamgeroep was, of brandweeroefening gehou was, ens.

REGISTER VAN DIE INSPEKSIE VAN PROVIAND, WATER EN AKKOMMODASIE VEREIS KRAGTENS ARTIKEL *EENHONDERD VIER-EN-SESTIG* VAN WET No. 57 VAN 1951, EN VAN DIE INSPEKSIE VAN BEDDEGOED, HANDDOEKE, TAFELGEREEDSKAP EN ANDER ARTIKELS VIR PERSOONLIKE GEBRUIK VEREIS INGEVOLGE DIE REGULASIES WAT BY GOEWERMENTSKENNISGEWING No. ..... VAN ..... UITGEVAARDIG IS.

Datum van inspeksie.	Wat geinspekteer is.	Uitslag van inspeksie.	Datum van inskrywing.	Handtekeninge van gesagvoerder en skeeps offisier.

LASLYN, DIEPTE VAN LAAI, ENS.

POSISIES VAN DIE DEKLYN EN LASLYNE.

Vryboord van deklyn—

Tropies..... voet..... duim.
Somer..... voet..... duim.
Winter..... voet..... duim.
Winter (Noord Atlanties) (indien aangegee)..... voet..... duim.
Toelating vir soetwater vir alle vryboorde..... duim.
Die bokant van die deklyn vanwaar hierdie vryboorde gemeet is, is..... duim bo die bopunt van die..... dek aan die kant.

Laslyn—

(T) ..... duim bo S.
(S) Bokant van lyn deur middel van sirkel.
(W) ..... duim onder S.
(WNA) ..... duim onder S.

(Bogenoemde besonderhede moet van die Laslynsertifikaat geneem word).

Maksimum diepgang van water in somer..... voet..... duim.

(Die maksimum diepgang van die water in somer is die diepgang van water wat aangewys sou word op die skaal (in voet aangedui) op die voorstewe en agterstewe van die skip indien dit so gelaai sou wees dat die bokant van die somerlaslyn op die oppervlakte van die water is en die skip regop is op 'n gelyke kiel).

OPMERKINGS:—

(1) Bostaande besonderhede, en besonderhede van diepte van laai soos op die volgende bladsye uiteengesit is, moet aangeteken word voordat die skip enige dok, kaai, hawe, of ander plek verlaat met die doel om ter see uit te vaar.

(2) Die werklike vryboord midskeeps aan elke kant van die skip moet vanaf die bokant van die deklyn na die oppervlakte van die water gemeet word wanneer die skip gelaai en gereed is om uit te vaar. Die werklike „gemiddelde" vryboord is die gemiddelde van die werklike vryboorde, bakboord en stuurboord, gemeet soos hierbo aangedui.

(3) Behalwe in die geval van kusvaarders, moet 'n kennisgewing met besonderhede i.v.m. die deklyn en laslyne op een of ander opvallende plek aan boord van die skip of geplak word voordat die skip enige dok, kaai, hawe, of ander plek verlaat met die doel om ter see uit te vaar, en die kennisgewing, moet so opgeplak en leesbaar gehou word totdat die skip by 'n ander dok, kaai, hawe, of plek aankom. Die datum en tyd waarop die kennisgewing opgeplak is, moet in kolom (15) aangeteken word.

(4) In die geval van kusvaarders is dit nie nodig om kolomme (9) tot (15) in te vul nie.

(5) Geen aantekeninge word in kolomme (8) to (14) vereis wanneer die werklike gemiddelde vryboord [kolom (7)] nie minder is as die toepaslike soutwater-vryboord nie.

(6) Indien daar by die vasstelling van die digtheid van water gebruik gemaak word van 'n hidrometer waarop die lesing aan die bokant van die skaal 1000 of 00 is, wat beteken „vol soetwater," weergee die hidrometerlesing die digtheid wat aangeteken moet word, bv. 'n lesing van 15 op sodanige hidrometers beteken 'n digtheid van 1015. Indien die hidrometer wat gebruik word 'n omgekeerde skaal het, d.w.s. indien die lesing 00 aan die onderkant van die skaal is en beteken „vol soutwater," moet die digtheid verkry word deur die hidrometerlesing van 1025 af te trek, bv. indien die lesing 15 is, moet die digtheid wat aangeteken moet word 1010 wees.

(7) Die Noord-Atlantiese Winterlaslyn, indien aangegee, geld vir seereise oor die Noord-Atlantiese Oseaan, ten noorde van breedtegraad 36° N. gedurende die wintermaande soos omskryf in die Laslynkonvensie, 1930, en aangewys op die kaart wat 'n deel van daardie Konvensie uitmaak. Die tydperke waarin die laslyne van ander jaargetye in verskillende dele van die wêreld geld, is soos in genoemde Konvensie en kaart aangedui word.

DATUMS VAN VERTREK VANAF EN AANKOMS BY ELKE DOK, KAAI, HAWE OF ANDER PLEK, MET DIE DIEPGANG VAN WATER EN VRYBOORD BY ELKE GELEENTHEID WAAROP DIE SKIP TER SEE UITVAAR.

VERTREK.

Datum en uur van vertrek. (1)	Dok, kaai, hawe of ander plek. (2)	Werklike diepgang van water.				Werklike vryboord midskeeps.						Digtheid van water. (8)
		Voor. (3)		Agter. (4)		Bakboord. (5)		Stuurboord. (6)		Gemiddeld. (7)		
		Vt.	Dm.	Vt.	Dm.	Vt.	Dm.	Vt.	Dm.	Vt.	Dm.	

RECORD OF BOAT DRILLS AND FIRE DRILLS AND INSPECTION OF LIFE-SAVING APPLIANCES AS REQUIRED BY SECTION *TWO HUNDRED AND THIRTY-THREE* OF ACT No. 57 OF 1951.

NOTE.—If boat drill or fire drill is not held and inspection not made as required, the reasons shall be entered in the first three columns hereof.

Date of Drills, and Inspection of Lafe-saving Appliances.	* Nature of Drill.	Nature of Inspection of Life-saving Appliances, and Condition in which they were found.	Date of Entry.	Signature of Master and Ship's Officer.

* An entry should be made of the type of drill held, i.e. whether boats were swung out and manned, etc., whether the passengers or crew were mustered, whether fire drill was practised, etc.

RECORD OF THE INSPECTION OF PROVISIONS, WATER AND ACCOMMODATION REQUIRED UNDER SECTION *ONE HUNDRED AND SIXTY-FOUR* OF ACT No. 57 OF 1951, AND OF THE INSPECTION OF BEDDING, TOWELS, MESS UTENSILS AND OTHER ARTICLES FOR PERSONAL USE REQUIRED IN TERMS OF THE REGULATIONS MADE UNDER GOVERNMENT NOTICE No. ..... OF .....

Date of Inspection.	What Inspected.	Results of Inspection.	Date of Entry.	Signatures of Master and Ship's Officer.

LOAD LINE, DEPTH OF LOADING, ETC.

POSITIONS OF THE DECK LINE AND LOAD LINES.

Freeboard from deck line—

Tropical..... ..... feet ..... inches.
Summer..... ..... feet ..... inches.
Winter..... ..... feet ..... inches.
Winter North Atlantic (if assigned) ..... feet ..... inches.
Allowance for fresh water for all freeboards ..... inches.

Load line—

(T) ..... inches above S.
(S) Upper edge of line through centre of disc.
(W) ..... inches below S.
(WNA) ..... inches below S.

The upper edge of the deck line from which these freeboards are measured is ..... inches above the top of the ..... deck at side.

(Above particulars to be taken from Load Line Certificate).

Maximum draught of water in summer ..... feet ..... inches.

(The maximum draught of water in summer is the draught of water which would be shown on the scale of feet on the stem and stern post of the ship if she were so loaded that the upper edge of the summer load line were on the surface of the water and the ship were upright on an even keel).

NOTES:—

(1) The above particulars, and particulars of depth of loading as detailed on the following pages, are to be recorded before the ship leaves any dock, wharf, harbour, or other place for the purpose of proceeding to sea.

(2) The actual freeboard amidships on each side of the ship is to be measured from the upper edge of the deck line to the surface of the water, when the ship is loaded and ready to leave. The actual " mean " freeboard is the mean of the actual freeboards, port and starboard, measured as indicated above.

(3) Except in the case of coasting ships, a notice containing particulars as to the deck line and load lines is to be posted up in some conspicuous place on board the ship before she leaves any dock, wharf, harbour, or other place, for the purpose of proceeding to sea, and the notice is to be kept so posted up legible until the ship arrives at some other dock, wharf, harbour or place. The date and time of posting the notice is to be entered in column (15).

(4) In the case of coasting ships, columns (9) to (15) need not be filled in.

(5) No entries are required in columns (8) to (14) when the actual mean freeboard [column (7)] is not less than the appropriate salt water freeboard.

(6) If, in determining density of water, use is made of a hydrometer on which the reading at the top of the scale is 1,000 or 00, meaning, " full fresh water," the hydrometer reading gives the density to be entered, e.g., a reading of 15 on such hydrometers means a density of 1015. If the hydrometer used has the scale reversed, i.e. if the reading 00 is at the bottom of the scale and means " full salt water," the density must be obtained by subtracting the hydrometer reading from 1025, e.g., if the reading is 15, the density to be entered will be 1010.

(7) The Winter North Atlantic load line, if assigned, applies for voyages across the North Atlantic, north of latitude 36° N. during the winter months as defined in the Load Line Convention, 1930, and shown on the chart which forms part of that Convention. The periods during which the other seasonal load lines apply in different parts of the world are as indicated in the said Convention and chart.

DATES OF DEPARTURE FROM AND ARRIVAL AT EACH DOCK, WHARF, HARBOUR OR OTHER PLACE WITH THE DRAUGHT OF WATER AND FREEBOARD UPON EVERY OCCASION OF THE SHIP'S PROCEEDING TO SEA.

DEPARTURE.

Date and Hour of Departure. (1)	Dock, Wharf, Harbour or other place. (2)	Actual Draught of Water.				Actual Freeboard Amidships.						Density of Water. (8)
		Forward. (3)		Aft (4)		Port. (5)		Starboard. (6)		Mean. (7)		
		Ft.	Ins.	Ft.	Ins.	Ft.	Ins.	Ft.	Ins.	Ft.	Ins.	

VERTREK (*vervolg*).

Toelatings.						Gemiddelde diepgang in soutwater soos bereken nadat die toepaslike toelatings gemaak is.		Gemiddelde vryboord midskeeps in soutwater soos bereken nadat die toepaslike toelatings gemaak is.		Datum en tyd waarop kennisgewing opgeplak is.
Vir digtheid van water.	Vir as en vullis.		Vir brandstof, ens., wat gebruik sal word op 'n streek binnelandse water.		Totale toelatings.					
(9)	(10)		(11)		(12)	(13)		(14)		(15)
Dm.	Gewig.	Dm.	Afstand.	Dm.	Dm.	Vt.	Dm.	Vt.	Dm.	

HANDTEKENINGE.		AANKOMS.	
Gesagvoerder. (16)	Offisier. (17)	Datum en uur van aankoms. (18)	Dok, kaai, hawe of ander plek. (19)

VERHALENDE DEEL VAN DIE AMPTELIKE JOERNAAL.

Vanaf_____ Na_____

Datum en uur van die voorval.	Plek waar voorval plaasgevind het.	Datum van inskrywing.	Inskrywing.	Bedrag van boete opgelê.

Die volgende artikels van Wet No. 57 van 1951 wat betrekking het op die hou en afhandeling van amptelike skeepsjoernale, word aangehaal vir die inligting van gesagvoerders.

Amptelike skeepsjoernale moet gehou word.

182. (1) Die gesagvoerder van elke Suid-Afrikaanse skip van meer as eenhonderd bruto-registerton, en die gesagvoerder van elke Suid-Afrikaanse skip van eenhonderd of minder bruto-registerton wat 'n ooreenkoms met die bemanning van die skip aangegaan het, hou 'n amptelike skeepsjoernaal in die voorgeskrewe vorm en in een van die landstale van die Unie.

(2) Die amptelike skeepsjoernaal kan na die goeddunke van die gesagvoerder afsonderlik of tesame met die gewone skeepsjoernaal gehou word. In alle gevalle word die ruimtes in die amptelike skeepsjoernaal behoorlik ingevul.

(3) 'n Aantekening wat volgens hierdie Wet in 'n amptelike skeepsjoernaal gemaak moet word, word gemaak so gou moontlik na die gebeure waaroor dit gaan, en as dit nie op dieselfde dag as daardie gebeure gemaak is nie, word dit so gemaak en gedateer dat dit die datums van die gebeure en van die desbetreffende aantekening aantoon.

(4) Elke aantekening in die amptelike skeepsjoernaal word onderteken deur die gesagvoerder, en deur 'n skeepsoffisier of 'n ander lid van die bemanning, asook—

(*a*) deur die chirurg of geneesheer (as daar een is) aan boord as dit 'n aantekening betreffende siekte, letsel, besering of dood is; en

(*b*) deur 'n ander lid van die bemanning as dit 'n aantekening is betreffende loon verskuldig aan, of die eiendom van, 'n seeman of leerling-offisier wat sterwe.

(5) Elke aantekening in 'n amptelike skeepsjoernaal op die wyse in hierdie Wet bepaal, is toelaatbaar as getuienis.

Aantekeninge in amptelike skeepsjoernale.

183. Die gesagvoerder van 'n skip aan boord waarvan 'n amptelike skeepsjoernaal ingevolge hierdie Wet gehou moet word, teken die volgende sake in daardie joernaal aan of laat dit aanteken—

(*a*) elke skuldigbevinding deur 'n geregshof van 'n lid van sy bemanning, en die opgelegde straf;

(*b*) elke oortreding waarvoor straf aan boord opgelê is, en die aard van die opgelegde straf;

(*c*) 'n uiteensetting van die gedrag, karakter en kwalifikasies van elke lid van die bemanning, of 'n verklaring dat hy weier om 'n mening daaroor uit te spreek, met 'n opgawe van die redes vir sodanige weiering;

(*d*) elke geval van siekte, letsel of besering wat 'n lid van die bemanning oorkom, met die aard daarvan, en die mediese behandeling wat toegepas is, as daar sodanige behandeling was;

*(*e*) elke sterfgeval aan boord, en die oorsaak daarvan, tesame met sodanige besonderhede as wat voorgeskryf mag word;

*(*f*) elke geboorte wat aan boord plaasvind, met die geslag van die babetjie en name van die ouers, tesame met sodanige besonderhede as wat voorgeskryf mag word;

(*g*) elke huwelik wat aan boord voltrek word, met die name en ouderdomme van die partye;

(*h*) die naam van elke seeman of leerling-offisier wat ophou om 'n lid van die bemanning te wees, anders as deur oorlye, met die plek, tyd, manier en oorsaak daarvan;

(*i*) die loon verskuldig aan enige seeman of leerling-offisier wat tydens die reis sterwe, en die totale bedrag van alle aftrekkings wat daaraan gemaak moet word;

(*j*) elke botsing met 'n ander skip en die omstandighede waaronder dit plaasgevind het;

(*k*) elke ongeval of ongeluk waarvan kragtens hierdie Wet verslag gedoen moet word;

(*l*) elke ontmoeting met 'n ander skip ter see wanneer persone of goedere oorgelaai word; en

(*m*) enige ander saak wat volgens hierdie Wet aangeteken moet word.

Onwettige aantekenings of veranderings in amptelike skeepsjoernale.

184. (1) Niemand maak vier-en-twintig uur na die aankoms van 'n Suid-Afrikaanse skip by die finale bestemmingshawe van 'n reis, enige aatekening in die amptelike skeepsjoernaal van daardie skip aangaande 'n gebeurtenis wat voor die aankoms van die skip by daardie hawe plaasgevind het nie.

(2) Niemand vernietig opsetlik 'n aantekening in 'n amptelike skeepsjoernaal, of verniel dit opsetlik of maak dit opsetlik onleesbaar, of maak opsetlik 'n valse aantekening in bedoelde boek, of bly opsetlik in gebreke om 'n aantekening te maak wat hy pligshalwe in bedoelde boek moet maak nie.

* Vergelyk bladsy____van hierdie amptelike skeepsjoernaal vir die voorgeskrewe besonderhede.

DEPARTURE (*continued*).

Allowances.							Mean Draught in Salt Water as Calculated after making the Appropriate Allowances.		Mean Freeboard Amidships in Salt Water as Calculated after making the Appropriate Allowances.		Date and Time of Posting the Notice.
for Density of Water.	For Ashes and Rubbish.		For Fuel, etc., to be Consumed on Stretch of Inland Water.		Total Allowances.						
(9)	(10)		(11)		(12)		(13)		(14)		(15)
Ins.	Weight.	Ins.	Distance.	Ins.	Ins.		Ft.	Ins.	Ft.	Ins.	

SIGNATURES.		ARRIVAL.	
Master. (16)	Officer. (17)	Date and Hour of Arrival. (18)	Dock, Wharf, Harbour or other place. (19)

NARRATIVE SECTION OF THE OFFICIAL LOG.

From..... Towards.....

Date and Hour of the Occurrence.	Place of the Occurrence.	Date of Entry.	Entry.	Amount of Fine Imposed.

The following sections of Act No. 57 of 1951, which relate to the keeping and disposal of official log-books, are quoted for the information of masters.

Official log-books to be kept.

182. (1) The master of every South African ship of more than one hundred gross register tons, and the master of every South African ship of one hundred gross registered tons or less who has entered into an agreement with the crew of the ship, shall keep an official log-book in the prescribed form and in one of the official languages of the Union.

(2) The official log-book may, at the discretion of the master, be kept distinct from or united with the ordinary ship's log-book. In all cases the spaces in the official log-book shall be duly filled up.

(3) An entry required by this Act in an official log-book shall be made as soon as possible after the occurrence to which it relates, and if not made on the same day as that occurrence shall be so made and dated as to show the dates of the occurrence and of the entry respecting it.

(4) Every entry in the official log-book shall be signed by the master, and by a ship's officer or some other member of the crew, and also—

(*a*) if it is an entry in respect of illness, hurt, injury or death, by the surgeon or medical practitioner, if any, on board; and
(*b*) if it is an entry in respect of wages due to, or of the property of, a seaman or apprentice-officer who dies, by some other member of the crew.

(5) Every entry made in an official log-book in the manner provided by this Act shall be admissible in evidence.

Entries in official log-books.

183. The master of a ship on board of which an official log-book is required to be kept in terms of this Act shall enter or cause to be entered in that book the following matters—

(*a*) every conviction by a legal tribunal of a member of his crew, and the punishment inflicted;
(*b*) every offence for which punishment is inflicted on board, and the nature of the punishment inflicted;
(*c*) a statement of the conduct, character and qualifications of each member of the crew, or a statement that he declines to express an opinion thereon, with a statement of his reasons for so declining;
(*d*) every case of illness, hurt or injury happening to a member of the crew, with the nature thereof, and the medical treatment adopted, if any;
*(*e*) every case of death happening on board, and the cause thereof, together with such particulars as may be prescribed;
*(*f*) every birth happening on board, with the sex of the infant and names of the parents, together with such particulars as may be prescribed;
(*g*) every marriage taking place on board, with the names and the ages of the parties;
(*h*) the name of every seaman or apprentice-officer who ceases to be a member of the crew, otherwise than by death, with the place, time, manner and cause thereof;
(*i*) the wages due to any seaman or apprentice-officer who dies during the voyage, and the gross amount of all deductions to be made therefrom;
(*j*) every collision with any other ship, and the circumstances under which the same occurred;
(*k*) every casualty or accident of which a report is required to be made under this Act;
(*l*) every meeting with any other ship at sea, when persons or goods are transhipped; and
(*m*) any other matter directed by this Act to be entered.

Unlawful entries or alterations in official log-books.

184. (1) No person shall twenty-four hours after the arrival of a South African ship at its final port of destination of a voyage make any entry in the official log-book of that ship respecting an occurrence prior to the arrival of the ship at that port.

(2) No person shall wilfully destroy or mutilate or render illegible an entry in an official log-book, or wilfully make a false entry in such book, or wilfully fail to make any entry which it is his duty to make in such book.

* See page ..... of this official log-book for the prescribed particulars.

Aflewering van amptelike skeepsjoernale aan bevoegde beampte.

185. Die gesagvoerder van elke skip aan boord waarvan 'n amptelike skeepsjoernaal kragtens hierdie Wet gehou moet word, lewer die amptelike joernaal van die reis af aan die bevoegde beampte voor wie die bemanning ontslaan word, binne agt-en-veertig uur na die skip se aankoms by sy laaste bestemmingshawe in die Unie of by die ontslag van die bemanning, watter een van die twee ookal eerste gebeur.

Stuur van amptelike skeepsjoernale aan bevoegde beampte.

186. (1) Indien om enige rede die amptelike skeepsjoernaal nie meer ter aansien van 'n Suid-Afrikaanse skip aangehou hoef te word nie, lewer of stuur die gesagvoerder of eienaar van die skip binne 'n maand, as die skip dan in die Unie is, en binne ses maande, as dit elders is, na die opheffing van daardie plig, die amptelike skeepsjoernaal behoorlik voltooi tot op die tydstip van die opheffing van die plig aan die bevoegde beampte by die hawe waartoe die skip behoort het.

(2) As 'n skip verlore gaan of verlaat word, lewer of stuur die gesagvoerder of eienaar daarvan, as dit doenlik is en so gou moontlik, die amptelike skeepsjoernaal behoorlik voltooi tot op die tydstip van die verlies of verlating aan die bevoegde beampte by die hawe waartoe die skip behoort het.

Dokumente moet aan opvolger by verwisseling van gesagvoerder oorhandig word.

187. As die gesagvoerder van 'n Suid-Afrikaanse skip te eniger tyd voor of gedurende 'n reis verwyder of vervang word, of om enige ander rede die skip verlaat en deur 'n ander persoon in die bevel opgevolg word, lewer hy die verskillende dokumente in sy bewaring betreffende die navigasie van die skip en die bemanning aan sy opvolger af en sy opvolger teken onmiddellik by sy aanvaarding van die bevel van die skip 'n lys van die dokumente wat aldus aan hom gelewer is in die amptelike skeepsjoernaal aan.

Die volgende artikels, of gedeeltes daarvan, van Wet No. 57 van 1951, sover hulle betrekking het op aantekeninge wat in amptelike skeepsjoernale gemaak is of gemaak moet word, word ook vir inligting aangehaal.

Ontslag van seelui.

113. (4) Wanneer 'n seeman ontslaan word, verstrek die gesagvoerder aan die bevoegde beampte voor wie die ontslag plaasvind, in die voorgeskrewe vorm 'n verslag waarin die gedrag, karakter en kwalifikasies van die seeman beskryf word, of waarin in genoemde vorm verklaar word dat hy weier om 'n mening daaroor uit te spreek, en die bevoegde beampte gee, as die seeman dit verlang, aan hom of endosseer op sy ontslagsertifikaat 'n afskrif van sodanige verslag. As die gesagvoerder in genoemde verslag verklaar dat hy weier om 'n mening oor die gedrag, karakter of kwalifikasies van die seeman uit te spreek, teken hy in die amptelike skeepsjoernaal sy redes vir sodanige weiering aan, en, as die seeman dit verlang, lees hy in teenwoordigheid van die bevoegde beampte die aldus aangetekende redes aan hom voor. Die bevoegde beampte bied die seeman, wanneer doenlik, 'n redelike geleentheid om 'n verklaring oor sodanige verslag af te lê.

Aantekening en sertifikate van drosting buite die Unie.

115. (1) In elke geval van drosting vanaf 'n Suid-Afrikaanse skip by 'n hawe buite die Unie vertoon die gesagvoerder so gou moontlik na die gebeurtenis die aantekening van die gebeurtenis in die amptelike skeepsjoernaal aan 'n bevoegde beampte, en versoek hy die beampte om 'n afskrif van sodanige aantekening te maak en te sertifiseer, en die bevoegde beampte voldoen aan die versoek by ontstentenis van 'n redelike oorsaak om dit te weier.

(2) Die gesertifiseerde afskrif gemaak ingevolge subartikel (1) word deur die gesagvoerder aan die Direkteur gestuur en is toelaatbaar as getuienis.

Loon en ander eiendom van seeman of leerling-offisier wat agtergelaat is.

119. (1) Indien 'n seeman of leerling-offisier behorende tot 'n Suid-Afrikaanse skip agtergelaat word, teken die gesagvoerder van die skip in die amptelike skeepsjoernaal 'n opgawe aan van die bedrag aan loon aan die seeman of leerling-offisier verskuldig op die tydstip toe hy agtergelaat is, en van alle eiendom wat hy aan boord gelaat het, en neem hy sodanige eiendom onder sy sorg.

Degradering van seeman.

127. (1) Wanneer die gesagvoerder van 'n Suid-Afrikaanse skip 'n seeman degradeer, teken hy 'n uiteensetting van die degradering sonder versuim in die amptelike skeepsjoernaal aan of laat hy dit aanteken en gee hy aan die seeman 'n afskrif van die uiteensetting, en enige loonsvermindering as gevolg van die degradering tree nie in werking voordat die inskrywing aldus gemaak en die afskrif aldus verstrek is nie.

Gesagvoerder sorg vir en maak opgawe van eiendom van seeman wat sterf.

146. (1) As 'n seeman of leerling-offisier van 'n Suid-Afrikaanse skip sterwe, neem die gesagvoerder van die skip alle geld en ander eiendom aan boord van die skip behorende aan genoemde seeman of leerling-offisier onder sy sorg.

(2) Die gesagvoerder teken die volgende besonderhede in die amptelike skeepsjoernaal aan—

(*a*) 'n staat van die som geld en 'n beskrywing in besonderheid van die ander eiendom; en

(*b*) 'n staat van die bedrag aan loon aan die oorledene verskuldig en van die bedrag van enige aftrekkings wat van die loon gemaak moet word.

(3) Genoemde geld, loonsaldo en ander eiendom word in hierdie Hoofstuk die eiendom van die seeman of leerling-offisier genoem.

Rekenskap moet gegee word van eiendom van seeman wat sterf.

148. (1) In alle gevalle waar 'n seeman of leerling-offisier van 'n Suid-Afrikaanse skip gedurende 'n reis of dienstyd te sterwe kom, gee die gesagvoerder aan die bevoegde beampte aan wie die eiendom van die oorledene afgelewer is, rekenskap van sodanige eiendom in sodanige vorm as wat daardie beampte vereis.

(2) Geen aftrekking wat deur die gesagvoerder geëis word, word toegelaat nie tensy dit gestaaf word deur sodanige fakture as wat redelikerwys deur die bevoegde beampte vereis word, en, as 'n amptelike skeepsjoernaal aangehou moet word, deur 'n aantekening in daardie joernaal wat gemaak en gewaarmerk is soos deur hierdie Wet voorgeskryf.

Aantekening van oortredings in amptelike skeepsjoernaal.

181. As daar op of ten aansien van 'n Suid-Afrikaanse skip 'n oortreding van drosting of afwesigheid sonder verlof of teen die goeie tug soos in hierdie Wet bedoel, gepleeg word, of as 'n daad van wangedrag gepleeg word waarvoor die oortreder se ooreenkoms 'n boete oplê en die voorneme bestaan om die boete af te dwing—

(*a*) word 'n aantekening van die oortreding of daad in die amptelike skeepsjoernaal deur die gesagvoerder gemaak en deur hom asook deur 'n skeepsoffisier of 'n lid van die bemanning onderteken;

(*b*) word die oortreder, as hy nog op die skip is, voor die eerste daaropvolgende aankoms van die skip by 'n hawe, of as die skip dan in die hawe is, voor die vertrek daarvandaan, deur die gesagvoerder òf voorsien van 'n afskrif van die aantekening, òf word dit duidelik en hoorbaar in een van die amptelike tale deur die oortreder gekies aan hom voorgelees, en hy kan dan daarop antwoord soos hy goedvind;

(*c*) word 'n verklaring dat 'n afskrif van die aantekening aldus verstrek is, of, na gelang van die geval, dat die aantekening aldus aan hom voorgelees is, en 'n weergawe van die oortreder se antwoord (as daar een was) aangeteken en onderteken soos tevore bepaal;

(*d*) word by daaropvolgende geregtelike prosesverrigtings die aantekeninge wat deur hierdie artikel voorgeskryf word, as dit doenlik is, vertoon of bewys, en kan die hof wat die saak verhoor, by ontstentenis van daardie vertoning of bewys na eie goeddunke weier om getuienis aangaande die oortreding of daad van wangedrag toe te laat.

Aantekening van laslynbesonderhede in amptelike skeepsjoernaal.

208. (1) Wanneer 'n laslynsertifikaat kragtens hierdie Wet uitgereik is ten aansien van 'n in die Unie geregistreerde laslynskip, teken die gesagvoerder voor enige ander aantekening in die amptelike skeepsjoernaal die besonderhede aan van die posisie van die deklyn en laslyne uiteengesit in die sertifikaat.

(2) Voordat 'n in die Unie geregistreerde laslynskip enige hawe binne of buite die Unie verlaat, of voordat 'n passasierskip wat nie in die Unie geregistreer is nie en wat gebruik word op reise tussen Unie-hawens of tussen 'n Unie-hawe en enige ander hawe, 'n Unie-hawe verlaat, om ter see uit te vaar—

(*a*) teken die gesagvoerder die voorgeskrewe besonderhede rakende die diepte waartoe die skip dan gelaai is in die amptelike skeepsjoernaal aan; en

(*b*) laat hy 'n kennisgewing in die voorgeskrewe vorm wat sodanige van genoemde besonderhede bevat as wat voorgeskryf mag wees, op een of ander in-die-ooglopende plek aan boord van die skip vertoon en laat dit so vertoon en leesbaar bly totdat die skip by 'n ander hawe aankom.

Delivery of official log-books to proper officer.

185. The master of every ship on board of which an official log-book is required to be kept in terms of this Act shall within forty-eight hours after the ship's arrival at its final port of destination in the Union or upon the discharge of the crew, whichever first happens, deliver the official log-book of the voyage to the proper officer before whom the crew is discharged.

Transmission of official log-books to proper officer.

186. (1) If for any reason the official log-book ceases to be required in respect of a South African ship, the master or owner of the ship, shall, if the ship is then in the Union, within one month, and if it is elsewhere, within six months, after the cessation, deliver or transmit to the proper officer at the port to which the ship belonged the official log-book duly completed up to the time of the cessation.

(2) If a ship is lost or abandoned the master or owner thereof shall, if practicable, and as soon as possible, deliver or transmit to the proper officer at the port to which the ship belonged the official log-book duly completed up to the time of the loss or abandonment.

Documents to be handed to successor on change of master.

187. If, at any time before or during the progress of a voyage, the master of a South African ship is removed or superseded, or, for any other reason, quits the ship and is succeeded in the command by some other person, he shall deliver to his successor the various documents in his custody relating to the navigation of the ship and to the crew, and his successor shall immediately on assuming the command of the ship enter in the official log-book a list of the documents so delivered to him.

The following sections, or portions thereof, of Act No. 57 of 1951, as far as they relate to entries made or to be made in official log-books are also quoted for information.

Discharge of seamen.

113. (4) When a seaman is discharged the master shall furnish to the proper officer before whom the discharge is made a report in the prescribed form describing the conduct, character and qualifications of the seaman, or stating in the prescribed form that he declines to express an opinion thereon, and the proper officer shall, if the seaman so desires, give to him or endorse on his certificate of discharge a copy of such report. If the master states in the said report that he declines to express an opinion on the conduct, character or qualifications of the seaman, he shall enter in the official log-book his reasons for so declining, and shall, upon the request of the seaman, read out to him, in the presence of the proper officer, the reasons so entered. The proper officer shall, whenever practicable, give the seaman a reasonable opportunity to make a statement upon such report.

Entries and certificates of desertion outside the Union.

115. (1) In every case of desertion from a South African ship at a port outside the Union, the master shall as soon as possible after the event produce the entry of the desertion in the official log-book to a proper officer, and shall request that officer to make and certify a copy of such entry, and the proper officer shall, in the absence of reasonable cause to the contrary, comply with that request.

(2) The certified copy made in terms of sub-section (1) shall be transmitted by the master to the Director and shall be admissible in evidence.

Wages and other property of seaman or apprentice-officer left behind.

119. (1) If a seaman or apprentice-officer belonging to a South African ship is left behind, the master of the ship shall enter in the official log-book a statement of the amount due to the seaman or apprentice-officer in respect of wages at the time when he was left behind and of all property left on board by him, and shall take such property into his charge.

Disrating of seaman.

127. (1) Whenever the master of a South African ship disrates a seaman he shall forthwith enter or cause to be entered in the official log-book a statement of the disrating and furnish the seaman with a copy of the entry, and any reduction of wages consequent on the disrating shall not take effect until the entry has been so made and the copy so furnished.

Master to take care and make record of property of seaman who dies.

146. (1) If a seaman or apprentice-officer of a South African ship dies, the master of the ship shall take charge of all money and other property on board the ship belonging to the said seaman or apprentice-officer.

(2) The master shall enter in the official log-book the following particulars—

(*a*) a statement of the amount of the money and a detailed description of the other property; and

(*b*) a statement of the sum due to the deceased for wages and of the amount of any deductions to be made from the wages.

(3) The said money, balance of wages and other property are in this Chapter referred to as the property of the seaman or apprentice-officer.

Account to be rendered of property of seaman who dies.

148. (1) In all cases where a seaman or apprentice-officer of a South African ship dies during a voyage or engagement, the master shall give to the proper officer to whom the property of the deceased is delivered an account of such property, in such form as that officer may require.

(2) No deductions claimed by the master shall be allowed unless verified by such vouchers as may reasonably be required by the proper officer and, if an official log-book is required to be kept, by an entry in that book made and attested as required by this Act.

Entry of offences in official log-book.

181. If in or in respect of any South African ship any offence within the meaning of this Act of desertion or absence without leave or against discipline is committed, or if any act of misconduct is committed for which the offender's agreement imposes a fine and for which it is intended to enforce the fine—

(*a*) an entry of the offence or act shall be made by the master in the official log-book, and signed by him and also by a ship's officer or one of the crew;

(*b*) the offender, if still in the ship, shall, before the next subsequent arrival of the ship at any port, or, if the ship is at the time in port, before her departure therefrom, either be furnished by the master with a copy of the entry or have the same read over distinctly and audibly to him, in one of the official languages selected by the offender, and he may thereupon make such reply thereto as he thinks fit;

(*c*) a statement that a copy of the entry has been so furnished or, as the case may be, that the entry has been so read over, and of the offender's reply (if any), shall be entered and signed in manner aforesaid;

(*d*) in any subsequent legal proceedings the entries required by this section shall, if practicable, be produced or proved, and in default of that production or proof the court hearing the case may in its discretion refuse to receive evidence of the offence or act of misconduct.

Entry of load line particulars in official log-book.

208. (1) When a load line certificate has been issued in terms of this Act in respect of a load line ship registered in the Union, the master, before making any other entry in the official log-book shall enter therein the particulars as to the position of the deck line and load lines specified in the certificate.

(2) Before any load line ship registered in the Union leaves any port within or outside the Union, or before any passenger ship not registered in the Union and plying between Union ports or between a Union port and any other port leaves any Union port, for the purpose of proceeding to sea the master shall—

(*a*) enter in the official log-book the prescribed particulars relating to the depth to which the ship is for the time being loaded; and

(*b*) cause a notice in the prescribed form, and containing such of the said particulars as may be prescribed, to be displayed in some conspicuous place on board the ship and to be kept so displayed and legible until the ship arrives at some other port.

Boot- en brandweeroefeninge en inspeksie van reddingtoestelle.

233. (1) Die gesagvoerder van elke—

(*a*) passasierskip; of

(*b*) skip (behalwe 'n passasierskip) van nie minder as vyfhonderd bruto-registerton (of van 'n kleiner bruto-registertonnemaat wat voorgeskryf mag wees),

wat in die Unie geregistreer is, moet, as dit prakties uitvoerbaar is—

(i) boot- en brandweeroefeninge laat hou, in die geval van 'n passasierskip, minstens eenkeer in elke week, en, in die geval van 'n ander skip as 'n passasierskip, minstens eenkeer in elke maand; en

(ii) inspeksie laat doen van die reddingstoestelle aan boord van die skip, om vas te stel of hulle vir gebruik geskik en gereed is, minstens eenkeer in elke voorgeskrewe tydperk.

(2) Die gesagvoerder van 'n sodanige skip laat in die amptelike skeepsjoernaal aantekening hou van elke geleentheid waarby boot- en brandweeroefeninge gehou word of inspeksie van gemelde toestelle gedoen word; en indien—

(*a*) gedurende 'n week (in die geval van 'n passasierskip) boot- of brandweeroefening nie gehou word nie; of

(*b*) gedurende 'n maand (in die geval van 'n ander skip as 'n passasierskip) boot- of brandweeroefening nie gehou word nie; of

(*c*) gedurende die voorgeskrewe tydperk (in die geval van enige skip) inspeksie van gemelde toestelle nie gedoen word nie,

moet die gesagvoerder 'n opgawe in die amptelike skeepsjoernaal laat aanteken van die redes waarom gedurende daardie week, maand of tydperk die oefening nie gehou is nie of die inspeksie nie gedoen is nie.

Plig om aan skepe wat in nood verkeer hulp te verleen.

234. (5) As die gesagvoerder van 'n Suid-Afrikaanse skip, by die ontvangs op die ope see uit enige bron van 'n noodsein of van inligting dat 'n skip in nood verkeer, nie daartoe in staat is nie of in die besondere omstandighede van die geval dit onredelik of onnodig ag om die persone wat in nood verkeer, te hulp te kom, moet hy onverwyld in die amptelike skeepsjoernaal 'n verklaring aanteken van die redes waarom hy daardie persone nie te hulp gekom het nie.

Aftrekking van loon en betaling van boetes aan bevoegde beamptes, ens.

323. (1) Elke boete wat 'n seeman wat tot 'n Suid-Afrikaanse skip behoort, opgelê word vir enige daad van wangedrag waarvoor sy ooreenkoms 'n boete ooreenkomstig die regulasies voorskryf, word as volg afgetrek—

(*a*) as die seeman in die Unie ontslaan word en die daad van wangedrag en die aantekening in die skeepsjoernaal deur hierdie Wet ten aansien daarvan voorgeskryf bewys word tot oortuiging van die bevoegde beampte voor wie die ontslag plaasvind, trek die gesagvoerder of eienaar die boete af van die loon van die betrokke seeman;

(*b*) as die seeman buite die Unie ontslaan word en die daad van wangedrag en die aantekening voornoemd bewys word tot oortuiging van die bevoegde beampte op wie se gesag hy ontslaan word, trek die gesagvoerder of eienaar die boete af soos voormeld, en 'n aantekening word in die amptelike skeepsjoernaal van die skip gemaak en deur die gemelde bevoegde beampte onderteken, en die gesagvoerder of eienaar betaal die bedrag van die boete wat afgetrek is aan daardie bevoegde beampte oor.

(4) As 'n gesagvoerder of eienaar sonder redelike oorsaak in gebreke bly om enige boete soos deur hierdie artikel voorgeskryf aan die bevoegde beampte oor te betaal, is hy aan 'n misdryf skuldig en by skuldigbevinding strafbaar met 'n boete van hoogstens ses maal die bedrag van die onbetaalde boete.

Inspeksie van proviand, water en akkommodasie.

164. (Soos gewysig). Minstens eenkeer in elke tien dae laat die gesagvoerder van 'n Suid-Afrikaanse skip op die ope see 'n inspeksie doen van die proviand en water wat vir die gebruik van seelui, leerling-offisiere en passasiers verskaf word, en van die akkommodasie vir die bemanning en die akkommodasie vir passasiers, ten einde vas te stel of dit ooreenkomstig die voorskrifte van hierdie Wet en alle ander wette instandgehou word. Die persoon wat die inspeksie doen, teken 'n verklaring waarin die uitslag van die inspeksie vermeld word, in die amptelike skeepsjoernaal aan.

Inspeksie van beddegoed, handdoeke, tafelgereedskap en ander artikels vir persoonlike gebruik van seelui en leerling-offisiere.

Die aandag van gesagvoerders word gevestig op die regulasies uitgevaardig by Goewermentskennisgewing No._____van_____, ingevolge waarvan die uitslag van inspeksies van hierdie artikels in die amptelike skeepsjoernaal aangeteken moet word. Vir hierdie doel word voorsiening gemaak op bladsy_____van hierdie boek.

M. 30.
BYLAE S.

UNIE VAN SUID-AFRIKA.

(_____manne).

DEPARTEMENT VAN DOEANE EN AKSYNS (MARINE-AFDELING).

[HANDELSKEEPVAARTWET, 1951 (WET No. 57 VAN 1951).]

(_____bladsye).

AMPTELIKE SKEEPSJOERNAAL VIR 'N VISSERSBOOT, ROBBEVAARDER OF WALVISVAARDER MET LANDBASIS.

(Artikel *eenhonderd twee-en-tagtig* van die Wet.)

Naam van skip.	Amptelike No.	Registrasiehawe.	Registertonnemaat.	
			Bruto.	Netto.

Naam (in drukskrif) en adres van gesagvoerder.	Besonderhede van gesagvoerder se sertifikaat (No., datum, graad en plek van uitreiking).	Naam en adres van eienaars.

Hawe waar en datum waarop reis begin het.		Aard van reis of werk.	Hawe waar en datum waarop reis beëindig is.	
Hawe.	Datum.		Hawe.	Datum.

Boat and fire drills and inspection of life-saving appliances.

233. (1) The master of every—

(*a*) passenger ship; or

(*b*) ship (other than a passenger ship) of not less than five hundred gross register tons (or of such lower tonnage gross register as may be prescribed),

which is registered in the Union, shall, if it be practicable to do so, cause—

(i) boat drill and fire drill to be practised, in the case of a passenger ship, at least once in every week, and, in the case of a ship other than a passenger ship, at least once in every month; and

(ii) the life-saving appliances on board the ship to be inspected to ascertain whether they are fit and ready for use, at least once in every such period as may be prescribed.

(2) The master of every such ship shall cause an entry to be made in the official log-book of every occasion on which boat drill and fire drill are practised or the said appliances are inspected; and if—

(*a*) in the case of a passenger ship, boat drill or fire drill is not practised in any week; or

(*b*) in the case of a ship other than a passenger ship, boat drill or fire drill is not practised in any month; or

(*c*) in the case of any ship, the said appliances are not inspected in any such period as is prescribed,

the master shall cause a statement to be entered in the official log-book of the reasons why the drill was not practised or the appliances were not inspected in that week, month or period.

Obligation to assist ships in distress.

234. (5) If the master of a South African ship, on receiving at sea a signal of distress or information from any source that a ship is in distress is unable, or in the special circumstances of the case considers it unreasonable or unnecessary, to go to the assistance of the persons in distress, he shall forthwith cause a statement to be entered in the official log-book of his reasons for not going to the assistance of those persons.

Deduction from wages and payment to proper officers, etc., of fines.

323. (1) Every fine imposed on a seaman belonging to a South African ship for any act of misconduct for which his agreement prescribes a fine in accordance with the regulations shall be deducted as follows—

(*a*) if the seaman is discharged in the Union, and the act of misconduct and the entry in the log-book required by this Act in respect thereof are proved to the satisfaction of the proper officer before whom the discharge takes place, the master or owner shall deduct the fine from the wages of the seaman concerned;

(*b*) if the seaman is discharged outside the Union, and the act of misconduct and the entry as aforesaid are proved to the satisfaction of the proper officer by whose sanction he is discharged, the master or owner shall deduct the fine as aforesaid,

and an entry shall be made in the official log-book of the ship and signed by the proper officer referred to, and the master or owner shall pay over the amount of the fine deducted to that proper officer.

(4) If a master or owner fails without reasonable cause to pay over to the proper officer any fine as required by this section, he shall be guilty of an offence and liable on conviction to a fine not exceeding six times the amount of the unpaid fine.

Inspection of provisions, water and accommodation.

164. (As amended). The master of a South African ship which is at sea shall, at least once in every ten days, cause an inspection to be made of the provisions and water provided for the use of the seamen, apprentice-officers and passengers and the crew accommodation and the accommodation for passengers, for the purpose of ascertaining whether the same are being maintained in accordance with the requirements of this Act and all other laws. The person making the inspection shall enter a statement of the result of the inspection in the official log-book.

Inspection of bedding, towels, mess utensils and other articles for personal use of seamen and apprentice-officers.

The attention of masters is drawn to the regulations made under Government Notice No._____, of_____ in terms of which results of inspections of these articles must be recorded in the official log-book, for which purpose provision is made on page_____of this book.

M. 30.

ANNEXURE S.

(_____men).

(_____pages).

UNION OF SOUTH AFRICA.

DEPARTMENT OF CUSTOMS AND EXCISE (MARINE SECTION).

[MERCHANT SHIPPING ACT, 1951 (ACT NO. 57 OF 1951).]

OFFICIAL LOG-BOOK FOR A FISHING, SEALING OR SHORE-BASED WHALING BOAT.

(Section *one hundred and eighty-two* of the Act.)

Name of Ship.	Official No.	Port of Registry.	Register Tonnage.	
			Gross.	Net.

Name (in block letters) and Address of Master.	Particulars of Master's Certificate (No., Date, Grade and Place of Issue).	Name and Address of Owners.

Port at which and Date when Voyage Commenced.		Nature of Voyage or Employment.	Port at which and Date when Voyage Terminated.	
Port.	Date.		Port.	Date.

Gelewer aan die bevoegde beampte by die hawe te.....op die.....dag van.....19.....

Handtekening van gesagvoerder.

Handtekening van Bevoegde Beampte.

Datum.....

Plek.....

LET WEL.—„ Gesagvoerder " beteken, ten opsigte van 'n skip, iemand (behalwe 'n loods) wat toesig het of gesag voer oor bedoelde skip.

LEDE VAN DIE BEMANNING EN VERSLAG OOR ELKE LID.

No.	Name voluit (in dieselfde volgorde as in die ooreenkoms).	Hoedanigheid waarin in diens geneem.	Verslag oor karakter.		No. van verslagboek.	As daar enige inskrywing in die amptelike skeepsjoernaal is in verband met 'n lid van die bemanning, moet die bladsy waar die aantekening voorkom in hierdie kolom teenoor sy naam aangeteken word.
			Bekwaamheid.	Gedrag.		
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						
21						
22						
23						

STERFGEVALLE.

OPMERKINGS:—

(1) In Wet No 57 van 1951 word bepaal dat die gesagvoerder besonderhede in die amptelike skeepsjoernaal moet aanteken van elke sterfgeval wat aan boord van sy skip plaasvind, en die kolomme wat hieronder verskyn, moet gevolglik deur die gesagvoerder voltooi word.

(2) Die gesagvoerder moet, benewens die voltooiing van die kolomme, ook in die verhalende deel van hierdie boek volle besonderhede betreffende die sterfgeval meld, veral in die geval van moord, verdwyning en selfmoord.

(3) Wanneer daar deur die gesagvoerder aanvaar word dat 'n persoon dood is omdat die betrokke persoon as „ vermis " gerapporteer is, of wanneer daar veronderstel word dat 'n persoon gedood is of verdrink het as gevolg van die feit dat hy oorboord geval of gespring het, of van 'n touleer wat aan die skip vasgeheg is of van die skip se loopplank geval het, word daar geag dat die sterfgeval aan boord van die skip plaasgevind het.

(4) As 'n sterfgeval plaasvind in 'n hawe, maar nie aan boord van die skip nie, en die besonderhede aan die gesagvoerder bekend is, moet sodanige besonderhede ook in hierdie amptelike skeepsjoernaal aangeteken word.

(5) Die gesagvoerder moet in gedagte hou dat, benewens die inskrywing in hierdie amptelike skeepsjoernaal van besonderhede van elke sterfgeval, hy ingevolge artikel *eenhonderd nege-en-tagtig* van Wet No. 57 van 1951 ook 'n opgawe moet voltooi en indien.

(6) As die voorval ter see plaasvind, is die plek waar die sterfgeval plaasvind die breedte- en lengtegraad-posisie van die skip.

Voorname (in drukskrif).	Familienaam (in drukskrif).	Datum van afsterwe.	Plek waar oorlede.	Geslag.	Ouderdom.	Ras.	Nasionaliteit.

Delivered to the proper officer at the port of..... on the..... day of..... 19.....

Signature of Master.

Signature of Proper Officer.

Date.....

Place.....

NOTE.—" Master " means, in relation to a ship, any person (other than a pilot) having charge or command of such ship.

MEMBERS OF THE CREW AND REPORT ON EACH MEMBER.

No.	Names in Full (in the same order as in the Agreement).	Capacity in which Engaged.	Report of Character.		No. of Record Book.	If there is any entry in the official log-book relating to a member of the crew, the page where the entry is to be found should be noted in this column opposite his name.
			Ability.	Conduct.		
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						
21						
22						
23						

DEATHS.

NOTES:—

(1) Act No. 57 of 1951 requires the master to record particulars in the official log-book of every death happening on board his ship, and the columns appearing below should therefore be completed by the master.

(2) The master shall in addition to completing the columns, also state in the narrative portion of this book full particulars attending the death, more particularly in the case of murder, disappearance and suicide.

(3) When the death of a person is assumed by the master to have taken place because the person in question is reported to be " missing ", or where a person is supposed killed or drowned as a result of falling or jumping overboard, falling from a rope ladder attached to the ship, or from the ship's gangway, the death shall be regarded as having taken place on board ship.

(4) If a death occurs in a port but not on board ship and the particulars are known to the master, such particulars are also to be recorded in this official log-book.

(5) The master must bear in mind that in addition to the recording in this official log-book of particulars of every death, he is also in terms of section *one hundred and eighty-nine* of Act No. 57 of 1951, required to complete and submit a return.

(6) If the event occurs at sea, the place of death is the latitudinal and longitudinal position of the vessel.

Christian Names (in block letters).	Surname (in block letters).	Date of Death.	Place of Death.	Sex.	Age.	Race.	Nationality.

Geboorteplek.	Ongetroud, getroud, geskei, wewenaar of weduwee.	Rang, beroep of ambag.	Gewone verblyfplek.	Begraafplek.	Oorsaak van dood.	Naam van ouer of voog (in drukskrif) in die geval van 'n kind.

REGISTER VAN BOOT-OEFENINGE EN BRANDWEEROEFENINGE EN INSPEKSIE VAN REDDINGSTOESTELLE SOOS VEREIS KRAGTENS ARTIKEL *TWEEHONDERD DRIE-EN-DERTIG* VAN WET No. 57 VAN 1951 TEN OPSIGTE VAN VAARTUIE VAN 500 BRUTO-REGISTERTON EN MEER.

OPMERKING.—Indien boot-oefening of brandweeroefening nie gehou word en inspeksie nie gedoen word soos vereis nie, moet die redes in die eerste drie kolomme hiervan ingeskryf word.

Datum van oefeninge, en inspeksie van reddingstoestelle.	* Aard van oefening.	Aard van inspeksie van reddingstoestelle en toestand waarin hulle gevind is.	Datum van inskrywing.	Handtekenings van gesagvoerder en skeepsoffisier.

* 'n Inskrywing behoort gemaak te word van die soort oefening wat gehou was, d.w.s. of die bote uitgeswaai en beman was, ens., of die bemanning saamgeroep was, of brandweeroefening gehou was, ens.

REGISTER VAN DIE INSPEKSIE VAN PROVIAND, WATER EN AKKOMMODASIE VEREIS KRAGTENS ARTIKEL *EENHONDERD VIER-EN-SESTIG* VAN WET No. 57 VAN 1951, EN VAN DIE INSPEKSIE VAN BEDDEGOED, HANDDOEKE, TAFELGEREEDSKAP EN ANDER ARTIKELS VIR PERSOONLIKE GEBRUIK VEREIS INGEVOLGE DIE REGULASIES WAT BY GOEWERMENTSKENNISGEWING No. ..... VAN ..... UITGEVAARDIG IS.

Datum van inspeksie.	Wat geïnspekteer is.	Uitslag van inspeksie.	Datum van inskrywing.	Handtekeninge van gesagvoerder en skeepsoffisier.

Nie van toepassing op 'n vissersboot nie.

LASLYN, DIEPTE VAN LAAI, ENS.

POSISIES VAN DIE DEKLYN EN LASLYNE.

Vryboord van deklyn.

Tropies..... .....voet.....duim.
Somer..... .....voet.....duim.
Winter..... .....voet.....duim.

Laslyn.

(T) .....duim bo S.
(S) Bokant van lyn deur middel van sirkel.
(W) .....duim onder S.

Toelating vir soetwater vir alle vryboorde.....duim.

Die bokant van die deklyn vanwaar hierdie vryboorde gemeet is, is.....duim bo die bopunt van die.....dek aan die kant.

(Bostaande besonderhede moet van die Laslynsertifikaat geneem word.)

Maksimum diepgang van water in somer.....voet.....duim.

[Die maksimum diepgang van die water in die somer is die diepgang van water wat aangewys sou word op die skaal (in voet aangedui) op die voorstewe en agterstewe van die skip indien dit só gelaai sou wees dat die bokant van die somerlaslyn op die oppervlakte van die water is en die skip regop is op 'n gelyke kiel].

OPMERKINGS:—

(1) Bostaande besonderhede, en besonderhede van diepte van laai soos op die volgende bladsye uiteengesit is, moet aangeteken word voordat die skip enige dok, kaai, hawe, of ander plek verlaat met die doel om ter see uit te vaar.
(2) Die werklike vryboord midskeeps aan elke kant van die skip moet vanaf die bokant van die deklyn na die oppervlakte van die water gemeet word wanneer die skip gelaai en gereed is om uit te vaar. Die werklike „ gemiddelde " vryboord is die gemiddelde van die werklike vryboorde, bakboord en stuurboord, gemeet soos hierbo aangedui.
(3) Geen aantekeninge word in kolom (8) vereis wanneer die werklike gemiddelde vryboord [kolom (7)] nie minder is as die toepaslike soutwater-vryboord nie.
(4) Indien daar by die vasstelling van die digtheid van water gebruik gemaak word van 'n hidrometer waarop die lesing aan die bokant van die skaal 1000 of 00 is, wat beteken „vol soetwater," weergee die hidrometer-lesing die digtheid wat aangeteken moet word, bv. 'n lesing van 15 op sodanige hidrometers beteken 'n digtheid van 1015. Indien die hidrometer wat gebruik word 'n omgekeerde skaal het, d.w.s. indien die lesing 00 aan die onderkant van die skaal is en beteken „vol soutwater," moet die digtheid verkry word deur die hidrometer-lesing van 1025 af te trek, bv. indien die lesing 15 is, moet die digtheid wat aangeteken moet word 1010 wees.

Hierdie bladsy is nie van toepassing op vissersbote nie.

DATUMS VAN VERTREK VANAF EN AANKOMS BY ELKE DOK, KAAI, HAWE OF ANDER PLEK MET DIE DIEPGANG VAN WATER EN VRYBOORD BY ELKE GELEENTHEID WAAROP DIE SKIP TER SEE UITVAAR.

Vertrek.								Handtekeninge.		Aankoms.	
Datum en uur van vertrek.	Dok, kaai, hawe of ander plek.	Werklike diepgang van water.		Werklike vryboord midskeeps.			Digtheid van water.	Gesagvoerder.	Offisier.	Datum en uur van aankoms.	Dok, kaai, hawe of ander plek.
		Voor.	Agter.	Bakboord.	Stuurboord.	Gemiddeld.					
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
		Vt. Dm.	Vt. Dm.	Vt. Dm.	Vt. Dm.	Vt. Dm.					

Birthplace.	Whether Single, Married, Divorced, Widower or Widow.	Rank, Profession or Occupation.	Usual Place of Residence.	Place of Burial.	Cause of Death.	Name of Parent or Guardian (in block letters) in the case of a Child.

RECORD OF BOAT DRILLS AND FIRE DRILLS AND INSPECTION OF LIFE-SAVING APPLIANCES AS REQUIRED BY SECTION *TWO HUNDRED AND THIRTY-THREE* OF ACT No. 57 OF 1951 IN RESPECT OF VESSELS OF 500 GROSS REGISTER TONS AND MORE.

NOTE.—If boat drill or fire drill is not held and inspection not made as required, the reasons shall be entered in the first three columns hereof.

Date of Drills, and Inspection of Life-saving Appliances.	* Nature of Drill.	Nature of Inspection of Life-saving Appliances, and Condition in which they were found.	Date of Entry.	Signatures of Master and Ship's Officer.

* An entry should be made of the type of drill held, i.e. whether boats were swung out and manned, etc., whether the crew were mustered, whether fire drill was practised, etc.

RECORD OF THE INSPECTION OF PROVISIONS, WATER AND ACCOMMODATION REQUIRED UNDER SECTION *ONE HUNDRED AND SIXTY-FOUR* OF ACT No. 57 OF 1951, AND OF THE INSPECTION OF BEDDING, TOWELS, MESS UTENSILS AND OTHER ARTICLES FOR PERSONAL USE REQUIRED IN TERMS OF THE REGULATIONS MADE UNDER GOVERNMENT NOTICE No. _____ OF _____.

Date of Inspection.	What Inspected.	Results of Inspection.	Date of Entry.	Signatures of Master and Ship's Officer.

This is not applicable to a fishing boat.

LOAD LINE, DEPTH OF LOADING, ETC.

POSITIONS OF THE DECK LINE AND LOAD LINES.

Freeboard from deck line.

Tropical..... _____feet_____inches.
Summer..... _____feet_____inches.
Winter..... _____feet_____inches.
Allowance for fresh water for all freeboards_____inches.

Load line.

(T) _____inches above S.
(S) Upper edge of line through centre of disc.
(W) _____inches below S.

The upper edge of the deck line from which these freeboards are measured is_____inches above the top of the_____ deck at side.

(Above particulars to be taken from Load Line Certificate.)

Maximum draught of water in summer_____feet_____inches.

(The maximum draught of water in summer is the draught of water which would be shown on the scale of feet on the stem and stern post of the ship if she were so loaded that the upper edge of the summer load line were on the surface of the water and the ship were upright on an even keel.)

NOTES:—

(1) The above particulars, and particulars of depth of loading as detailed on the following pages, are to be recorded before the ship leaves any dock, wharf, harbour, or other place for the purpose of proceeding to sea.
(2) The actual freeboard amidships on each side of the ship is to be measured from the upper edge of the deck line to the surface of the water, when the ship is loaded and ready to leave. The actual "mean" freeboard is the mean of the actual freeboards, port and starboard, measured as indicated above.
(3) No entries are required in column (8) when the actual mean freeboard [column (7)] is not less than the appropriate salt water freeboard.
(4) If, in determining density of water, use is made of a hydrometer on which the reading at the top of the scale is 1000 or 00, meaning, "full fresh water," the hydrometer reading gives the density to be entered, e.g. a reading of 15 on such hydrometers means a density of 1015. If the hydrometer used has the scale reversed, i.e., if the reading 00 is at the bottom of the scale and means "full salt water," the density must be obtained by subtracting the hydrometer reading from 1025, e.g., if the reading is 15, the density to be entered will be 1010.

This page is not applicable to fishing boats.

DATES OF DEPARTURE FROM AND ARRIVAL AT EACH DOCK, WHARF, HARBOUR OR OTHER PLACE WITH THE DRAUGHT OF WATER AND FREEBOARD UPON EVERY OCCASION OF THE SHIP'S PROCEEDING TO SEA.

Departures.								Signatures.		Arrival.	
Date and Hour of Departure. (1)	Dock, Wharf, Harbour or other Place. (2)	Actual Draught of Water. Forward. (3)	Actual Draught of Water. Aft. (4)	Actual Freeboard Amidships. Port. (5)	Actual Freeboard Amidships. Starboard. (6)	Actual Freeboard Amidships. Mean. (7)	Density of Water. (8)	Master. (9)	Officer. (10)	Date and Hour of Arrival. (11)	Dock, Wharf, Harbour, or other Place. (12)
		Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.					

VERHALENDE DEEL VAN DIE AMPTELIKE JOERNAAL.

Vanaf_____ Na_____

Datum en uur van die voorval.	Plek waar voorval plaasgevind het.	Datum van inskrywing.	Inskrywing.	Bedrag van boete opgelê.

OPDRAGTE AAN GESAGVOERDERS.

1. *Hou van amptelike skeepsjoernale.*—In die Wet word bepaal dat 'n amptelike skeepsjoernaal gehou moet word aan boord van elke Suid-Afrikaanse skip van meer as 100 bruto-registerton, en op elke Suid-Afrikaanse skip van 100 of minder bruto-registerton ten opsigte waarvan 'n ooreenkoms met die bemanning aangegaan is. Dit moet in een van die amptelike tale van die Unie gehou word.

Dit kan afsonderlik of tesame met die gewone skeepsjoernaal gehou word. In alle gevalle moet die ruimtes in die amptelike skeepsjoernaal behoorlik ingevul word.

2. *Belangrikheid om amptelike skeepsjoernale behoorlik te hou.*—Die belangrikheid om skeepsjoernale behoorlik te hou, en om inskrywings op die regte tyd aan te bring, en met die noukeurigste aandag aan vorm, kan nie te sterk beklemtoon word nie. Versuim om dit te doen, kan ernstige gevolge vir sowel die gesagvoerders as die eienaars hê. By gebrek aan behoorlike inskrywings sal boetes of verbeurings ook nie opgelê of toegepas kan word nie, en dit sal afbreuk doen aan die handhawing van dissipline.

3. *Tyd wanneer inskrywings gemaak moet word.*—'n Inskrywing moet gemaak word so gou moontlik na die gebeure waaroor dit gaan, en as dit nie op dieselfde dag as daardie gebeure gemaak is nie, moet dit so gemaak en gedateer word dat dit die datums van die gebeure en van die desbetreffende aantekening aantoon. Elke aantekening moet onderteken word deur die gesagvoerder, en deur 'n skeepsoffisier of 'n ander lid van die bemanning, en as die aantekening betrekking het op siekte, letsel, besering of dood moet dit ook deur 'n geneesheer onderteken word as daar een aan boord is.

4. *Sake wat aangeteken moet word.*—In artikel *eenhonderd drie-en-tagtig* van die Wet word die verskillende sake wat 'n gesagvoerder in sy joernaal moet aanteken, uiteengesit.

5. *Veranderinge of onwettige aantekeninge.*—Geen aantekening ten opsigte van 'n voorval wat voor die aankoms van die skip by sy finale bestemmingshawe van 'n reis plaasgevind het, moet meer as 24 uur na sodanige aankoms gemaak word nie.

Niemand mag 'n aantekening opsetlik vernietig of verniel of onleesbaar maak, of opsetlik 'n valse aantekening maak, of opsetlik in gebreke bly om 'n aantekening te maak wat hy pligshalwe moet maak nie.

6. *Aflewering van amptelike skeepsjoernaal aan bevoegde beampte.*—Die gesagvoerder moet binne 48 uur na die skip se aankoms by sy finale bestemmingshawe of by die ontslag van die bemanning, watter ook al eerste gebeur, die amptelike skeepsjoernaal aan die bevoegde beampte lewer.

7. *Stuur van amptelike skeepsjoernaal aan bevoegde beampte.*—Indien 'n amptelike skeepsjoernaal nie langer ten opsigte van 'n skip gehou hoef te word nie, moet die gesagvoerder of eienaar binne 'n maand, as die skip in die Unie is, en binne ses maande, as die skip elders is, na die datum waarop die hou van die skeepsjoernaal nie meer vereis was nie, die amptelike skeepsjoernaal behoorlik voltooi tot op die tydstip waarop dit nie meer vereis was nie aan die bevoegde beampte by die hawe waartoe die skip behoort, lewer of stuur.

Wanneer 'n skip verlore gaan of verlaat word, moet die gesagvoerder of eienaar, as dit doenlik is en so gou moontlik, die amptelike skeepsjoernaal, behoorlik voltooi tot op die tydstip van die verlies of verlating aan die bevoegde beampte by die hawe waartoe die skip behoort het, lewer of stuur.

8. *Dokumente moet aan opvolger by verwisseling van gesagvoerder oorhandig word.*—As die gesagvoerder te eniger tyd voor of gedurende 'n reis verwyder of vervang word, of as hy die skip verlaat en deur iemand anders opgevolg word, moet hy die verskillende dokumente in sy bewaring betreffende die navigasie van die skip en die bemanning aan sy opvolger aflewer, en sy opvolger moet onmiddellik by aanvaarding van die bevel van die skip 'n lys van die dokumente aldus aan hom gelewer in die amptelike skeepsjoernaal aanteken.

9. *Ontslag van seelui.*—Wanneer 'n seeman ontslaan word en die gesagvoerder in die verslag wat vir daardie doel opgestel word verklaar dat hy weier om 'n mening oor die gedrag, karakter en kwalifikasies van die seeman uit te spreek, moet hy in die amptelike skeepsjoernaal sy redes vir sodanige weiering aanteken en moet hy, op versoek van die seeman, aan hom in die teenwoordigheid van die bevoegde beampte die redes aldus aangeteken, voorlees.

10. *Loon en ander eiendom van seeman of leerling-offisier wat agtergelaat is of gesterf het.*—Indien 'n seeman of leerling-offisier behorende tot 'n skip agtergelaat word, moet die gesagvoerder in die amptelike skeepsjoernaal 'n opgawe aanteken van die geld aan die persoon verskuldig ten opsigte van loon ten tye toe hy agter gelaat is en van alle eiendom wat hy aan boord gelaat het, en moet hy sodanige eiendom onder sy sorg neem.

Wanneer 'n seeman of leerling-offisier sterwe, moet die gesagvoerder alle geld en ander eiendom aan boord van die skip behorende aan die oorledene onder sy sorg neem. Hy moet in die amptelike skeepsjoernaal 'n staat aanteken van die bedrag aan geld en 'n uitvoerige beskrywing van die ander eiendom, sowel as 'n staat van die bedrag verskuldig aan die oorledene vir loon en van enige aftrekkings wat daarvan gemaak moet word. Volledige besonderhede moet aan die bevoegde beampte verstrek word.

11. *Degradering van seelui.*—Wanneer die gesagvoerder 'n seeman degradeer, moet hy sonder versuim 'n uiteensetting van die degradering in die amptelike skeepsjoernaal aanteken en 'n afskrif van die aantekening aan die seeman verstrek, en enige vermindering in loon as gevolg van die degradering sal nie in werking tree voordat die aantekening aldus gemaak en die afskrif aldus verstrek is nie.

12. *Aantekening van oortredings in amptelike skeepsjoernaal.*—Die volgende artikel van die Wet word vir die inligting van gesagvoerders aangehaal:—

„ 181. As daar op of ten aansien van 'n Suid-Afrikaanse skip 'n oortreding van drosting of afwesigheid sonder verlof of teen die goeie tug soos in hierdie Wet bedoel, gepleeg word, of as 'n daad van wangedrag gepleeg word waarvoor die oortreder se ooreenkoms 'n boete oplê en die voorneme bestaan om die boete af te dwing—

(*a*) word 'n aantekening van die oortreding of daad in die amptelike skeepsjoernaal deur die gesagvoerder gemaak en deur hom asook deur 'n skeepsoffisier of 'n lid van die bemanning onderteken;

(*b*) word die oortreder, as hy nog op die skip is, voor die eerste daaropvolgende aankoms van die skip by 'n hawe, of as die skip dan in die hawe is, voor die vertrek daarvandaan, deur die gesagvoerder òf voorsien van 'n afskrif van die aantekening, òf word dit duidelik en hoorbaar in een van die amptelike tale deur die oortreder gekies aan hom voorgelees, en hy kan dan daarop antwoord soos hy goedvind;

(*c*) word 'n verklaring dat 'n afskrif van die aantekening aldus verstrek is, of, na gelang van die geval, dat die aantekening aldus aan hom voorgelees is, en 'n weergawe van die oortreder se antwoord (as daar een was) aangeteken en onderteken soos tevore bepaal;

(*d*) word by daaropvolgende geregtelike prosesverrigtings die aantekeninge wat deur hierdie artikel voorgeskryf word, as dit doenlik is, vertoon of bewys, en kan die hof wat die saak verhoor, by ontstentenis van daardie vertoning of bewys na eie goeddunke weier om getuienis aangaande die oortreding of daad van wangedrag toe te laat."

13. *Hou van boot- en brandweeroefeninge en inspeksie van reddingstoestelle.*—Die gesagvoerder moet 'n aantekening in die amptelike skeepsjoernaal maak van elke geleentheid waarby boot- en brandweeroefeninge gehou en reddingstoestelle geïnspekteer word, en as dit nie gedoen is nie, moet hy 'n opgaaf aanteken van die redes waarom die oefeninge nie gehou en die inspeksie nie gedoen is nie. (Hierdie aantekeninge moet op bladsye_____van hierdie boek gemaak word).

14. *Verpligting om aan skepe wat in nood verkeer, hulp te verleen.*—As 'n gesagvoerder by ontvangs ter see van 'n noodsein of inligting dat 'n skip in nood verkeer, nie daartoe in staat is nie of in die besondere omstandighede van die geval dit onredelik of onnodig ag om die persone wat in nood verkeer te hulp te kom, moet hy onverwyld 'n verklaring in die amptelike skeepsjoernaal aanteken van die redes waarom hy daardie persone nie te hulp kom nie.

15. *Aftrekking van loon en betaling van boetes aan bevoegde beampte.*—'n Boete waartoe ooreengekom word in die ooreenkoms met die bemanning vir enige daad van wangedrag deur 'n seeman kan deur die gesagvoerder of eienaar van sy loon afgetrek word, mits die daad van wangedrag en die aantekening in die amptelike skeepsjoernaal, soos vereis, bewys word tot bevrediging van die bevoegde beampte voor wie die seeman ontslaan word.

Wanneer die boete afgetrek is, moet 'n aantekening met daardie strekking in die amptelike skeepsjoernaal gemaak word en deur die bevoegde beampte voor wie die seeman ontslaan word onderteken word, en die bedrag van dié boete moet dan aan daardie bevoegde beampte oorbetaal word. Indien die gesagvoerder of eienaar sonder redelike oorsaak in gebreke bly om die boete oor te betaal, is hy aan 'n misdryf skuldig en by skuldigbevinding strafbaar met 'n boete van hoogstens ses maal die bedrag van die onbetaalde boete.

NARRATIVE SECTION OF THE OFFICIAL LOG.

From_____ To_____

Date and Hour of the Occurrence.	Place of the Occurrence.	Date of Entry.	Entry.	Amount of Fine Imposed.

INSTRUCTIONS TO MASTERS.

1. *Keeping of official log-books.*—The Act stipulates that an official log-book shall be kept on board every South African ship of more than one 100 gross register tons, and on every South African ship of 100 gross register tons or less in respect of which an agreement with the crew has been entered into. It shall be kept in one of the official languages of the Union.

It may be kept distinct from or united with the ordinary ship's log-book. In all cases, spaces in the official log-book shall be duly filled up.

2. *Importance of keeping official log-books properly.*—The importance of keeping the log-book properly, and duly making the entries at the proper time, and with the strictest regard to form, cannot be too strongly emphasised. Neglect to do so may have serious consequences for both masters and owners. The absence of proper entries will also prevent fines or forfeitures from being enforced, which will interfere with the maintenance of discipline.

3. *Time of making entries.*—An entry shall be made as soon as possible after the occurrence to which it relates, and if not made on the same day as that occurrence, shall be so made and dated as to show the dates of the occurrence and of the entry respecting it. Every entry shall be signed by the master and by a ship's officer or some other member of the crew, and if the entry relates to illness, hurt, injury or death it shall also be signed by a medical practitioner if one is on board.

4. *Matters to be entered.*—Section *one hundred and eighty-three* of the Act sets out the various matters which a master is required to enter in his log-book.

5. *Alterations or unlawful entries.*—No entry in respect of an event which occurred prior to the arrival of the ship at its final port of destination of a voyage shall be made more than 24 hours after such arrival.

No person shall wilfully destroy or mutilate or render illegible an entry, or wilfully make a false entry, or wilfully fail to make an entry which it is his duty to make.

6. *Delivery of official log-book to proper officer.*—The master shall within 48 hours after the ship's arrival at its final port of destination or upon the discharge of the crew, whichever happens first, deliver the official log-book to the proper officer.

7. *Transmission of official log-book to the proper officer.*—If an official log-book is no longer required in respect of a ship, the master or owner shall within one month if the ship is in the Union, and within six months if the ship is elsewhere, after the date upon which it ceases to be required, deliver or transmit to the proper officer at the port to which the ship belonged the official log-book duly completed up to the time of the cessation.

When a ship is lost or abandoned, the master or owner shall, if practicable, and as soon as possible, deliver or transmit to the proper officer at the port to which the ship belonged the official log-book duly completed up to the time of the loss or abandonment.

8. *Documents to be handed to successor on change of master.*—If, at any time before or during the progress of a voyage, the master is removed or superseded, or if he leaves the ship and is succeeded by someone else, he shall deliver to his successor the various documents in his custody relating to the navigation of the ship and to the crew, and his successor shall immediately on assuming the command of the ship enter in the official log-book a list of the documents so delivered to him.

9. *Discharge of seamen.*—When a seaman is discharged and the master states in the report drawn up for that purpose that he declines to express an opinion on the conduct, character and qualifications of the seaman, he shall enter in the official log-book his reasons for so declining and shall, upon the request of the seaman, read out to him in the presence of the proper officer the reasons so entered.

10. *Wages and other property of seaman or apprentice-officer who was left behind or who died.*—If a seaman or apprentice-officer belonging to the ship is left behind, the master shall enter in the official log-book a statement of the money due to that person in respect of wages at the time when he was left behind and of all the property left on board by him, and shall take such property into his charge.

When a seaman or apprentice-officer dies, the master shall take charge of all money and other property on board the ship belonging to the deceased. He shall enter in the official log-book a statement of the amount of money and a detailed description of the other property, as well as a statement of the sum due to the deceased for wages and of any deductions to be made therefrom. Full details must be furnished to the proper officer.

11. *Disrating of seamen.*—Whenever a master disrates a seaman he shall forthwith enter in the official log-book a statement of the disrating and furnish a copy of the entry to the seaman, and any reduction of wages consequent on the disrating shall not take effect until the entry has been so made and the copy so furnished.

12. *Entry of offences in official log-book.*—The following section of the Act is quoted for the information of masters:—

"181. If in or in respect of any South African ship any offence within the meaning of this Act of desertion or absence without leave or against discipline is committed, or if any act of misconduct is committed for which the offender's agreement imposes a fine and for which it is intended to enforce the fine—

(*a*) an entry of the offence or act shall be made by the master in the official log-book, and signed by him and also by a ship's officer or one of the crew;

(*b*) the offender, if still in the ship, shall, before the next subsequent arrival of the ship at any port, or, if the ship is at the time in port, before her departure therefrom, either be furnished by the master with a copy of the entry or have the same read over distinctly and audibly to him in one of the official languages selected by the offender, and he may thereupon make such reply thereto as he thinks fit;

(*c*) a statement that a copy of the entry has been so furnished or, as the case may be, that the entry has been so read over, and of the offender's reply (if any) shall be entered and signed in manner aforesaid;

(*d*) in any subsequent legal proceedings the entries required by this section shall, if practicable, be produced or proved, and in default of that production or proof the court hearing the case may in its discretion refuse to receive evidence of the offence or act of misconduct."

13. *Practice of boat and fire drills and inspection of life-saving appliances.*—The master shall make an entry in the official log-book of every occasion on which boat and fire drills are practised and life-saving appliances are inspected, and if this is not done, he shall enter a statement of the reasons why the drills were not held and the inspection not carried out. (These entries must be made on pages _____of this book).

14. *Obligation to assist ships in distress.*—If a master, on receiving at sea a signal of distress or information that a ship is in distress, is unable, or in special circumstances of the case considers it unreasonable or unnecessary, to go to the assistance of the persons in distress, he shall forthwith enter a statement in the official log-book of his reasons for not going to the assistance of those persons.

15. *Deduction from wages and payment to proper officer of fines.*—A fine as agreed to in the agreement with the crew for any act of misconduct by a seaman may be deducted from his wages by the master or owner provided the act of misconduct and the entry in the official log-book, as required, are proved to the satisfaction of the proper officer before whom the seaman is discharged.

When the fine has been deducted, an entry to that effect shall be made in the official log-book and shall be signed by the proper officer before whom the seaman is discharged and the fine shall then be paid over to that proper officer. If the master or owner fails without reasonable cause to pay over the fine, he shall be guilty of an offence and liable on conviction to a fine not exceeding six times the amount of the unpaid fine.

16. *Inspeksie van proviand, water en akkommodasie.*—Aandag word gevestig op die volgende artikel van die Wet:—

164. (Soos gewysig)—

„ Minstens eenkeer in elke tien dae laat die gesagvoerder van 'n Suid-Afrikaanse skip op die ope see 'n inspeksie doen van die proviand en water wat vir die gebruik van seelui, leerling-offisiere en passasiers verskaf word, en van die akkommodasie vir die bemanning en die akkommodasie vir passasiers, ten einde vas te stel of dit ooreenkomstig die voorskrifte van hierdie Wet en alle ander wette instandgehou word. Die persoon wat die inspeksie doen, teken 'n verklaring waarin die uitslag van die inspeksie vermeld word, in die amptelike skeepsjoernaal aan."

17. *Inspeksie van beddegoed, handdoeke, tafelgereedskap en ander artikels vir persoonlike gebruik van seelui en leerling-offisiere.*—Die aandag van gesagvoerders word gevestig op die regulasies uitgevaardig by Goewermentskennisgewing No._____van _____ingevolge waarvan die uitslag van inspeksies van hierdie artikels in die amptelike skeepsjoernaal aangeteken moet word. Vir hierdie doel word voorsiening gemaak op bladsy____van hierdie boek. LET WEL.—*Hierdie regulasies is slegs van toepassing op skepe van meer as* 100 *bruto-registerton.*

M. 31.

(B.M.D. 1).
BYLAE T.

UNIE VAN SUID-AFRIKA.

DEPARTEMENT VAN DOEANE EN AKSYNS (MARINE-AFDELING).

[HANDELSKEEPVAARTWET 1951 (WET No. 57 VAN 1951).]

OPGAWE VAN GEBOORTES AAN BOORD SKIP.

(Artikel *eenhonderd nege-en-tagtig* van die Wet.)

(LET WEL.—Die aandag word gevestig op die artikel van die Wet wat op bladsy 4 hiervan aangehaal word, waarkragtens hierdie opgawe vereis word.)

Naam van skip.	Registrasiehawe.

Naam van eienaar.	Adres van eienaar.

HIERDIE RUIMTE MOET BLANKO GELAAT WORD VIR INBINDING.

SLEGS VIR AMPTELIKE GEBRUIK.

* _____

_____

_____

Die opgawe word aan u gestuur vir afhandeling, asseblief.

Datum_____
Hawe_____

_____
Handtekening en Ampstitel van Bevoegde Beampte.

* Vul in Distriksregistrateur van Geboortes en Sterfgevalle of Assistent-distriksregistrateur van Geboortes en Sterfgevalle, na gelang van die geval, en sy adres.

AANGIFTE VAN 'N GEBOORTE.

WAARSKUWING.—Die straf vir opsetlike valse verklarings is 'n boete van £500 of gevangenisstraf van twee jaar of sowel sodanige boete as gevangenisstraf.

L.W.—

(1) Hierdie vorm moet vir alle rasse gebruik word.

(2) Waar meer as een kind by dieselfde bevalling gebore word, moet 'n afsonderlike vorm vir elke kind voltooi word en die woord tweeling, drieling, ens., na gelang van die geval, in die boonste regterhoek geskrywe word. As die juiste tyd van elke geboorte bekend is, moet dit gemeld word.

(3) 'n Kind van 'n vader wat 'n Suid-Afrikaanse burger is en wat buite die Unie of Suidwes-Afrika gebore word, is nie 'n Suid-Afrikaanse burger nie tensy, benewens ander vereistes, daar ook voldoen word aan die voorskrifte van die regulasies uitgevaardig kragtens die Wet op Suid-Afrikaanse Burgerskap, 1949 (Wet No. 44 van 1949). Die geboorte van so 'n kind moet dus onmiddellik by die naaste Suid-Afrikaanse gesantskap of konsulaat of by die Sekretaris van Binnelandse Sake aangemeld word om vas te stel of die kind op Suid-Afrikaanse burgerskap aanspraak kan maak. (Vir die toepassing van die Wet op Suid-Afrikaanse Burgerskap, 1949, beteken vader met betrekking tot 'n onegte kind, die moeder van daardie kind.)

16. *Inspection of provisions, water and accommodation.*—Attention is drawn to the following section of the Act:—

164 (as amended).

"The master of a South African ship which is at sea shall, at least once in every ten days, cause an inspection to be made of the provisions and water provided for the use of the seamen, apprentice-officers and passengers and the crew accommodation and the accommodation for passengers, for the purpose of ascertaining whether the same are being maintained in accordance with the requirements of this Act and all other laws. The person making the inspection shall enter a statement of the result of the inspection in the official log-book."

17. *Inspection of bedding, towels, mess utensils and other articles for personal use of seamen and apprentice-officers.*—The attention of masters is drawn to the regulations made under Government Notice No. ..... of ..... in terms of which results of inspections of these articles shall be recorded in the official log-book, for which purpose provision is made on page ..... of this book.

NOTE.—*These regulations apply only to ships of more than* 100 *gross register tons.*

M. 31.
(B.M.D. 1).
ANNEXURE T.

UNION OF SOUTH AFRICA.

DEPARTMENT OF CUSTOMS AND EXCISE (MARINE SECTION).
[MERCHANT SHIPPING ACT, 1951 (ACT NO. 57 OF 1951).]

RETURN OF BIRTHS ON BOARD SHIP.
(Section *one hundred and eighty-nine* of the Act.)

(NOTE.—Attention is drawn to the section of the Act quoted on page 4 hereof, under which this return is required.)

Name of Ship.	Port of Registry.

Name of Owner.	Address of Owner.

THIS MARGIN MUST BE LEFT BLANK FOR BINDING PURPOSES.

FOR OFFICIAL USE ONLY.

* .....

.....

.....

The return is forwarded to you for disposal, please.

Date .....
Port .....

.....
Signature and designation of Proper Officer.

* Fill in District Registrar of Births and Deaths or Assistant District Registrar of Births and Deaths, as the case may be, and his address.

INFORMATION OF A BIRTH.

WARNING.—The penalty for false statements wilfully made is a fine of £500 or two years' imprisonment or both such fine and imprisonment.

N.B.—

(1) This form must be used for all races.

(2) Where more than one child is born at the same confinement, a separate form must be filled in for each child and the word twin, triplet, etc., as the case may be, written at the top right-hand corner. The exact time of each birth should be recorded, if known.

(3) A child of a father who is a South African citizen and who is born outside the Union or South-West Africa, is not a South African citizen unless in addition to other requirements, the provisions of the regulations made under the South African Citizenship Act, 1949 (Act No. 44 of 1949), are also complied with. The birth of such a child must therefore be reported immediately to the nearest South African Legation or Consulate or to the Secretary for the Interior to determine whether the child is entitled to South African citizenship. (For purposes of the South African Citizenship Act, 1949, father in respect of an illegitimate child, means the mother of that child.)

KIND.

1. Van
2. Voorname
3. Datum van geboorte 4. Geslag
5. Geboorteplek
6. Ras
7. Woonadres van ouers of voog
8. Plek waar ouers getroud is

VADER VAN KIND.

9. Persoonsnommer 10. Ras
11. Voorname
12. Van
13. Geboorteplek 14. Ouderdom
15. Beroep

MOEDER VAN KIND.

16. Persoonsnommer 17. Ras
18. Voorname
19. Nooiensvan
20. Geboorteplek 21. Ouderdom

BERIGGEWER.

22. Eie handtekening (of merk) 23. Bevoegdheid
24. Woonadres
Voor my voltooi hierdie dag van 19.

Gesagvoerder.

HIERDIE RUIMTE MOET BLANKO GELAAT WORD VIR INBINDING.

Net vir gebruik van Distriksregistrateur en Assistent-distriksregistrateur.

Datum van ontvangs 19 Plek
(Handtekening)
Assistent-distriksregistrateur.

Datum van registrasie 19 Distrik
(Handtekening)
No. van inskrywing
Distriksregistrateur.

NET VIR GEBRUIK IN HOOFKANTOOR.

1. Vorm nagesien
2. Indekskaart uitgeskryf
3. Kaart nagesien

VOORSKRIFTE BETREFFENDE DIE VOLTOOIING VAN HIERDIE VORM.

1. Van van kind: Skryf die van waaronder die kind bekend sal wees; d.w.s. die van van die vader of, indien buite-egtelik gebore, die nooiensvan of huidige van van die moeder. Vergelyk paragrawe 11 en 12 hieronder.

2. Voorname van kind: Hierdie ruimte moet in geen geval onvoltooid gelaat word nie.

3. Datum van geboorte: Skryf in woorde die dag en die naam van die maand en dan die jaartal in syfers.

3 en 5. In die geval van 'n „ pasgebore lewende kind verlate gevind," indien die datum en plek van geboorte onbekend is, moet die woorde „ pasgebore lewende kind verlate gevind " bo-aan die vorm geskryf en die datum wanneer, en plek waar, die kind gevind is, by items 3 en 5 ingevul word.

4. Geslag: Skryf „ manlik " of „ vroulik," na gelang van die geval.

5. Geboorteplek: Meld die naam van die skip en die breedtegraad en lengtegraad. Indien die skip in 'n hawe is, meld die naam van die hawe.

6. Ras: Meld ras van ouers soos by items 10 en 17, byvoorbeeld blank (as albei ouers blank is), blank en Kaapse Kleurling, ens.

7. Woonadres van ouers of voog: Volle adres moet ingevul word.

8. Plek waar ouers getroud is: Vul in die naam van die dorp en van die land, staat, of provinsie waar huwelik voltrek is.

9 en 16. Persoonsnommer: Skryf die persoonsnommers wat deur die Direkteur van Sensus en Statistiek toegeken is.

10 en 17. Ras: Meld of dit (*a*) Blanke, (*b*) Kaapse Kleurling, (*c*) Kleurling, (*d*) Kaapse Maleier, (*e*) Indiër, (*f*) Mauritiër, (*g*) St. Helener, (*h*) Sjinees, (*i*) Japanees, (*j*) Birmees, (*k*) Griekwa, (*l*) Naturel, ens., is.

Die uitdrukkings „ Europeër," „ Maleier," „ Gemeng," „Asiaat " en „ Kaffer " mag nie gebruik word nie.

Geloof is nie 'n toets vir rasseklassifikasie nie en die uitdrukkings „ Mohammedaan," „ Moslem ", ens., mag ook nie gebruik word nie.

11 en 12. Naam van vader: (*a*) Voltooi voluit alle voorname van die vader en daarna die van. Moenie die naam of ander besonderhede betreffende die vader invul as die kind buite-egtelik gebore word nie, tensy sowel die vader as die moeder die vorm teken, en die vader in die teenwoordigheid van die gesagvoerder skriftelik op die vorm ouerskap van die kind erken. Indien dit nie gedoen word nie, kan die vermeende vader, as hy die beriggewer is, slegs teken in die hoedanigheid van „ teenwoordig by geboorte " of „ belas met die kind," indien van toepassing.

(*b*) Inskrywings betreffende items 7, 8, 9, 10, 11, 12, 13 en 14, in die geval van 'n kind wat buite-egtelik gebore word, moet derhalwe onvoltooid gelaat word, en 'n streep moet daardeur getrek word, tensy die vader voor die gesagvoerder, soos hierbo vermeld, verskyn het.

(*c*) Indien die vader oorlede is, skryf die woord „ oorlede " onder sy naam, met die datum van sy dood; in ander opsigte vul die besonderhede in asof hy nog leef, en gee sy ouderdom aan op die datum van sy dood.

13 en 20. Geboorteplek: Vul in naam van land, staat, provinsie of kolonie waar die persoon gebore is.

14 en 21. Ouderdom: Vul in ouderdom in jare; indien juiste ouderdom onbekend is, gee ouderdom naasteby.

15. Beroep: Baie beroepe is aan verskeie nywerhede gemeen, soos byvoorbeeld ambagsmanne in diens by die myne, die spoorweë, die boubedryf, ens. Die beroep moet sodanig beskrywe word dat dit duidelik die persoonlike beroep van sowel die individu as die nywerheid of handelsonderneming of besigheid waaraan hy verbonde is, aandui, soos byvoorbeeld klerk (handel), klerk (Staatsdiens), klerk (assuransie), timmerman (myn), timmerman (skeeps-), timmerman (boubedryf), monteur (motorgarage), monteur (munisipale trems), monteur (ingeneurswerk), kommissie-agent (effekte), kommissie-agent (wolmakelaar), kommissie-agent (eiendomsagentskap), rekenmeester (bank), rekenmeester (handelsfirma), rekenmeester (prokureurskantoor).

In die geval van vakkundiges moet die besondere vertakking van die beroep aangedui word, byvoorbeeld siviele, elektrotegniese mynbou- of masjienbouingenieur, of mynopnemer, bourekenkundige, landmeter, ens.

In die geval van mynwerkers moet vermeld word of hulle „ bogronds " of „ ondergronds" werksaam is.

18 en 19. Naam van moeder: (*a*) Skryf alle voorname voluit en daarna haar nooiensvan. As die moeder twee maal getrou het, vul dan in haar familienaam by die vorige huwelik en gee ook haar geboortevan, byvoorbeeld „ Anna Meyer (voorheen Coetzee, gebore Smit) " As sy drie maal getrou het, vul dan in „ Anna Meyer (voorheen Coetzee, voorheen Bester, gebore Smit)," na gelang van die geval.

(*b*) As die van van die ouers dieselfde is, moet die woord „ korrek " in potlood by die nooiensvan van die moeder geskrywe word.

(*c*) In die geval van 'n kind wat buite-egtelik gebore word en waar die vader nie ouerskap erken het nie soos in paragrawe 10 en 11 gemeld, moet sorg gedra word dat by item 18 die huidige van van die moeder eerste geskryf word, gevolg tussen hakies, deur vorige vanne, as daar is, en nooiensvan, byvoorbeeld Meyer (voorheen Coetzee, gebore Smit). Vergelyk item 1.

22. Handtekening of merk van beriggewer: Die beriggewer moet persoonlik sy naam teken of sy merk maak. Geen ander persoon mag dit namens hom doen nie.

23. Bevoegdheid: Skryf „ Vader," „ Aanwesig by geboorte," „ Belas met die kind," na gelang van die geval.

24. Woonplek: Vul in naam voluit van gewone woonplek van die beriggewer. Indien hy/sy nie 'n Suid-Afrikaanse burger is nie, meld adres in die Unie waar met die beriggewer in verbinding getree kan word.

CHILD.

1. Surname
2. First names
3. Date of birth 4. Sex
5. Place where born
6. Race
7. Residential address of parents or guardian
8. Place of marriage of parents

FATHER OF CHILD.

9. Identity No 10. Race
11. Firstnames
12. Surname
13. Place of birth 14. Age
15. Occupation

MOTHER OF CHILD.

16. Identity No. 17. Race
18. First names
19. Maiden surname
20. Place of birth 21. Age

INFORMANT.

22. Original signature (or mark) 23. Qualification
24. Residential address

Completed before me this day of 19

Master.

THIS MARGIN MUST BE LEFT BLANK FOR BINDING PURPOSES.

For the use of District Registrar and Assistant District Registrar only.

Date of receipt 19 Place
(Signature)
Assistant District Registrar.

Date of registration 19 District
(Signature)
District Registrar.

No. of entry

FOR USE IN HEAD OFFICE ONLY.

1. Form checked
2. Index card written
3. Card checked

INSTRUCTIONS AS TO THE FILLING IN OF THIS FORM.

1. Surname of child: Write the surname by which the child will be known; i.e. the surname of the father or, if born out of wedlock, the maiden surname or present surname of the mother. See paragraphs 11 and 12 hereunder.

2. First names of child: This space should in no case be left blank.

3. Date of birth: Write in words the day and name of the month and then the year in figures.

3 and 5: In the case of a " living newborn child found abandoned ", if the date and place of birth be unknown, the words " living new-born child found abandoned " must be written at the top of the form and the date when and the place where the child was found, should be inserted at items 3 and 5.

4. Sex: Write " male " or " female " as the case may be.

5. Place where born: State the name of the ship and the latitude and longitude. If in port, state the name of the port.

6. Race: State race of parents as at items 10 and 17 e.g. White (if both parents are White), White and Cape Coloured, etc.

7. Residential address of parents or guardian: Full address must be inserted.

8. Place of marriage of parents: Insert the name of the town and of the country, state, or province where married.

9 and 16. Identity number: Write the identity numbers allocated by the Director of Census and Statistics.

10 and 17. Race: State whether (*a*) White, (*b*) Cape Coloured, (*c*) Coloured, (*d*) Cape Malay, (*e*) Indian, (*f*) Mauritian, (*g*) St. Helena, (*h*) Chinese, (*i*) Japanese, (*j*) Burmese, (*k*) Griqua, (*l*) Native, etc. The terms " European," " Malay," " Mixed," " Asiatic " and ' Kaffir " must not be used.

Religion is not proof of race and the terms " Mohammedan," " Moslem," etc. may also not be used.

11 and 12. Father's name: (*a*) Write all first names of the father in full and add the surname. Do not insert the name or other particulars respecting the father when the child is born out of wedlock unless both the father and mother sign the form and the father acknowledges in the presence of the master on the form in writing, the parentage. If this is not done, the putative father, if informant, can only sign to qualification of " Present at birth " or " In charge of child " if such applies.

(*b*) Entries as to items 7, 8, 9, 10, 11, 12, 13 and 14 in the case of a child born out of wedlock must, therefore, be left blank and a line drawn across them unless the father appeared before the master as stated above.

(*c*) If father is deceased, insert the word " deceased " below his name with the date of his death; in other respects complete particulars as though he were alive, giving his age at date of death.

13 and 20. Birthplace: Enter the name of the country, state, province or colony where born.

14 and 21. Age: State age in years; if exact age cannot be stated, give approximate age.

15. Occupation: Many occupations are common to several industries, such as artisans employed in mining, railways, building and construction, etc. The occupation should be so described as to indicate clearly both the personal occupation of the individual and the industry, trade or business with which he is connected, e.g., commercial clerk, civil service clerk, insurance clerk, mine timberman, ship's carpenter, carpenter (building trade), fitter (motor garage), fitter (municipal tramways), fitter (engineering works), stockbroker, woolbroker, house and estate broker, accountant (bank), accountant (commercial firm), accountant (attorney's office).

In the case of professional men the particular branch of the profession should be defined, e.g., civil, electrical, mining, mechanical engineer, or mining, quantity, etc., surveyor.

In the case of mining employees, it should be stated whether employed " above ground " or " under ground."

18 and 19. Mother's name: (*a*) Write all first names in full and add her maiden surname. If the mother has been married twice insert her previous married surname, and also her maiden surname, e.g., " Jane Smith (formerly Brown, born Jones)." If married thrice, state " Jane Smith (formerly Brown, formerly Adams, born Jones)", as the case may be.

(*b*) When the surnames of the parents are identical, the word " correct " should be added to the mother's maiden surname in pencil.

(*c*) In the event of a child born out of wedlock where the father has not acknowledged parentage as stated in paragraphs 10 and 11 care should be taken that at item 18 the mother's present surname is written first followed in brackets by previous surnames, if any, and maiden surname e.g. Smith (formerly Brown, born Jones). See item 1.

22. Informant's signature or mark: The informant must write his name or make his mark himself. No one else may do this for him.

23. Qualification: Write " Father," " Present at Birth," " In charge of Child," as the case may be.

24. Residence: Fill in usual place of residence of the informant in full. If not a South African citizen, state address in Union at which informant can be contacted.

Artikel *eenhonderd nege-en-tagtig* van Wet No. 57 van 1951 lui soos volg:—

„(1) Binne agt-en-veertig uur na die aankoms van enige skip in enige hawe in die Unie lewer of stuur die gesagvoerder in die voorgeskrewe vorm aan die bevoegde beampte 'n opgawe van sodanige besonderhede as wat voorgeskryf word—

(*a*) in die geval van 'n Suid-Afrikaanse skip, van elke geboorte van 'n kind en elke sterfgeval aan boord van die skip wat voorgekom het nadat die skip by die laaste vorige geleentheid 'n hawe in die Unie verlaat her; of

(*b*) in die geval van 'n ander skip as 'n Suid-Afrikaanse skip, van elke geboorte aan boord van die skip van 'n kind wie se ouers in die Unie woon of voornemens is om daarin te woon en van elke sterfgeval aan boord van die skip van 'n persoon wat ten tyde van sy dood in die Unie gewoon het, wat tydens die reis voorgeval het.

(2) Die bevoegde beampte stuur elke sodanige opgawe wat deur hom ontvang word, aan die distriksregistrateur of assistent-distriksregistrateur van geboortes en sterfgevalle binne wie se gebied die hawe geleë is."

M. 32.
(B.M.D. 2).
BYLAE U.

UNIE VAN SUID-AFRIKA.

DEPARTEMENT VAN DOEANE EN AKSYNS (MARINE-AFDELING).

[HANDELSKEEPVAARTWET, 1951 (WET NO. 57 VAN 1951).]

OPGAWE VAN STERFGEVALLE AAN BOORD SKIP.

(Artikel *eenhonderd nege-en-tagtig* van die Wet).

(LET WEL.—Die aandag word gevestig op die artikel van die Wet wat op bladsy 4 hiervan aangehaal word, waar kragtens hierdie vorm vereis word).

Naam van skip.	Registrasiehawe.

Naam van eienaar.	Adres van eienaar.

SLEGS VIR AMPTELIKE GEBRUIK.

* _____

Die opgawe word aan u gestuur vir afhandeling, asseblief.

Datum _____ Handtekening en Ampstitel van Bevoegde Beampte.

Hawe _____

* Vul in Distriksregistrateur van Geboortes en Sterfgevalle of Assistent-distriksregistrateur van Geboortes en Sterfgevalle, na gelang van die geval, en sy adres.

AANGIFTE VAN 'N STERFGEVAL.

WAARSKUWING.—Die straf vir opsetlike valse verklarings is 'n boete van £500 of gevangenisstraf van twee jaar of sowel sodanige boete as gevangenisstraf.

L.W.—Hierdie vorm moet vir alle rasse gebruik word.

OORLEDENE.

1. Persoonsnommer _____
2. Familienaam _____
3. Voorname _____
4. Datum van afsterwe _____ 5. Geslag _____
6. Plek van afsterwe _____
7. Ras _____ 8. Ouderdom en geboortedatum _____
9. Ongetroud, getroud, geskei, wewenaar of weduwee _____
10. Beroep _____
11. Gepensioeneerde of ontvanger van onderhoudstoelaag of afhanklike van gepensioeneerde of ontvanger van onderhoudstoelaag _____
12. Oorsake van dood _____
(In die geval van 'n moeder wat sterf met die geboorte van haar eerste kind, moet dit aangedui word deur die woorde „Eerste Kind" by te voeg).
13. Duur van siekte of laaste siekbed _____
14. Naam van geneesheer _____
15. Geboorteplek _____
16. Woonadres _____
17. Voorgenome begraafplek _____
18. (*a*) Naam van ouer of voog (indien oorledene onder die ouderdom van 10 jaar was) _____
(*b*) Woonplek van moeder* _____

BERIGGEWER.

19. Eie handtekening (of merk) _____ 20. Bevoegdheid _____
21. Woonadres _____

Voltooi deur †/voor my, hierdie _____ dag van _____ 19____

Gesagvoerder.

21

Section *one hundred and eighty-nine* of Act No. 57 of 1951, reads as follows:—

" (1) Within forty-eight hours after the arrival of any ship at any port in the Union, the master shall deliver or transmit to the proper officer in the prescribed form a return of such particulars as may be prescribed—

(*a*) in the case of a South African ship, of every birth of a child and every death of a person on board the ship which has occurred after the last preceding occasion on which the ship left a port in the Union; or

(*b*) in the case of a ship other than a South African ship, of every birth of a child on board the ship whose parents reside or intend to reside in the Union, and of every death of a person on board the ship who at the time of his death was residing in the Union, which has occurred during the voyage.

(2) The proper officer shall transmit every such return received by him to the district registrar or assistant district registrar of births and deaths within whose area the port is situated."

M. 32.
(B.M.D. 2).
ANNEXURE U.

UNION OF SOUTH AFRICA.

DEPARTMENT OF CUSTOMS AND EXCISE (MARINE SECTION).
[MERCHANT SHIPPING ACT, 1951 (ACT NO. 57 OF 1951).]

RETURN OF DEATHS ON BOARD SHIP.
(Section *one hundred and eighty-nine* of the Act).

(NOTE.—Attention is drawn to the section of the Act quoted on page 4 hereof, under which this form is required).

Name of Ship.	Port of Registry.

Name of Owner.	Address of Owner.

FOR OFFICIAL USE ONLY.

* _____

_____

The return is forwarded to you for disposal, please.

_____
Signature and Designation of Proper Officer.

Date _____
Port _____

* Fill in District Registrar of Births and Deaths or Assistant District Registrar of Births and Deaths, as the case may be, and his address.

INFORMATION OF A DEATH.

WARNING.—The penalty for false statements wilfully made is a fine of £500 or two years' imprisonment or both such fine and imprisonment.

N.B.—This form must be used for all races.

DECEASED.

1. Identity number _____
2. Surname _____
3. First names _____
4. Date of death _____ 5. Sex _____
6. Place of death _____
7. Race _____ 8. Age and date of birth _____
9. Single, married, divorced, widower or widow _____
10. Occupation _____
11. Pensioner or recipient of maintenance allowance or dependent of pensioner or recipient of maintenance allowance _____
12. Causes of death _____
(In the case of the death of a mother when giving birth to her first child, this should be stated by inserting the words " First Child.")
13. Duration of disease or last illness _____
14. Name of medical practitioner _____
15. Place of birth _____
16. Residential address _____
17. Intended place of burial _____
18. (*a*) Name of parent or guardian (if deceased was under age of 10 years) _____
(*b*) Place of residence of mother* _____

INFORMANT.

19. Original signature (or mark) _____ 20. Qualification _____
21. Residential address _____

Completed by † / before me this _____ day of _____ 19____

_____
Master.

22

Slegs vir gebruik deur Assistent-distriksregistrateur en Distriksregistrateur.

Datum van ontvangs..... 19.... Plek.....

(Handtekening).....
Assistent-distriksregistrateur.

Datum van registrasie..... 19.... Distrik.....

(Handtekening).....
Distriksregistrateur.

No. van inskrywing.....

SLEGS VIR GEBRUIK IN HOOFKANTOOR.

1. Vorm nagesien.....
2. Indekskaart geskryf.....
3. Kaart nagesien.....

* Moet aangegee word in die geval van 'n kind van minder as een jaar oud wat sterf in die skip waar gebore.
† Skrap woorde wat nie van toepassing is nie wat daarvan afhang of die gesagvoerder die beriggewer is al dan nie.

VOORSKRIFTE VIR DIE VOLTOOIING VAN HIERDIE VORM.

1. Persoonsnommer: Skryf die persoonsnommer wat deur die Direkteur van Sensus en Statistiek toegeken is, en in die geval van 'n Sjinees of Indiër, die registrasienommer indien beskikbaar.

2 en 3. Familienaam en voorname: (*a*) Skryf die familienaam van die oorledene en daarna by item 3 die volle voorname.

(*b*) Indien die oorledene 'n getroude vrou of weduwee was, skryf ook by item 2 tussen hakies vorige van of vanne, indien enige, en nooiensvan, bv. „ Meyer (voorheen Coetzee, voorheen Bester, gebore Smit)."

(*c*) Indien die oorledene geen voorname het nie, skryf by item 3 „ kind van " en daarna die volle voorname en familienaam van die vader of, indien buite-egtelik gebore, die volle voorname en familienaam van die moeder, bv. „ kind van Jan Pieter Wiltemse " of „ kind van Anna Wilhelmina Meyer."

(*d*) Die beriggewer moet om die volle name van die oorledene gevra word en as die name verskil van dié wat voorkom in die mediese sertifikaat waarin die oorsaak van dood aangegee word, moet die name wat deur die beriggewer verstrek is by items 2 en 3 geskryf word en die woord „ korrek " daarna tussen hakies in potlood geskryf word, aldus (korrek). In alle ander gevalle moet die inligting wat op hierdie vorm aangeteken word, stiptelik ooreenkom met dié wat op die mediese sertifikaat voorkom.

4. Datum van afsterwe: Skryf in woorde die dag en naam van die maand en dan die jaartal in syfers.

5. Geslag: Vul in „ manlik " of „vroulik," na gelang van die geval.

6. Plek waar oorlede: Meld die naam van die skip en die breedtegraad en lengtegraad. Indien in 'n hawe, meld die naam van die hawe.

7. Ras: Meld of (*a*) blanke, (*b*) Kaapse Kleurling, (*c*) Kleurling, (*d*) Kaapse Maleier, (*e*) Indiër, (*f*) Mauritiër, (*g*) St. Helener, (*h*) Sjinees, (*i*) Japanees, (*j*) Birmees, (*k*) Griekwa, (*l*) Naturel, ens. Die uitdrukkings „ Europeër," „ Maleier," „ Gemeng," „ Asiaat " en „ Kaffer " mag nie gebruik word nie. Geloof is nie 'n toets vir rasseklassifikasie nie en die uitdrukkings „ Mohammedaan," „ Moslem," ens., mag ook nie gebruik word nie.

8. Ouderdom en datum van geboorte: Vul die ouderdom in syfers in en voeg daarby ure, dae, maande of jare, na gelang van die geval. Die syfers moet volle ure, dae, maande of jare, na gelang van die geval, voorstel. As die juiste ouderdom onbekend is, moet dit so na moontlik ingevul word, bv. „ ongeveer 40 jaar " of „ tussen 40 en 50 jaar." Skryf na die ouderdom tussen hakies die geboortedatum in syfers.

10. Beroep: Baie beroepe is aan verskeie nywerhede gemeen, soos bv. ambagsmanne in diens by die myne, die spoorweë, in die boubedryf, ens. Die beroep moet sodanig beskryf word dat dit duidelik die persoonlike beroep van die individu, sowel as die nywerheid of besigheid, aandui waaraan hy of sy verbonde is, soos bv. Skeepsoffisier (dek of masjienkamer), Volle Seeman, Skeepskok, Skeepstimmerman, Klerk (Handel), Klerk (Staatsdiens), Klerk (Assuransie), Timmerman (myn), Timmerman (boubedryf), Monteur (motorgarage), ens.

In die geval van vakkundiges moet die besondere vertakking van die beroep aangedui word, bv. siviele, elektrotegniese, mynbou- of masjienbou-ingenieur of landmeter, mynopnemer, bourekenkundige, ens.

In die geval van mynwerkers moet vermeld word of hulle „ bogronds " of „ ondergronds " werksaam is.

Vroulike persone wat hoofsaaklik in hul wonings werksaam is, moet aangedui word met „ huislike pligte," terwyl suigelinge of skoolkinders as sodanig beskryf moet word.

11. Gepensioeneerde of afhanklike van gepensioeneerde (insluitende ontvanger van onderhoudstoelaag of afhanklike van ontvanger van onderhoudstoelaag): (*a*) Meld die aard van die pensioen of toelaag wat van enige Staatsdepartement van die Unie ontvang word (insluitende siviele, militêre of mynteringspensioen of onderhoudstoelaag. Geen ander hoef vermeld te word nie).

(*b*) Indien die dood van die afhanklike 'n uitwerking op die pensioen of toelaag het, vermeld naam van gepensioeneerde of ontvanger van toelaag, aard van pensioen of toelaag en verwantskap tussen die gepensioeneerde of ontvanger van toelaag en die afhanklike, bv. „vrou van A.B., militêre gepensioneerde " of „ kind van A.B., ontvanger van onderhoudstoelaag."

12. Oorsake van dood: As 'n doktersertifikaat voorgelê word, moet die oorsake van dood en duur van die siekte soos dit daarop voorkom, op die sterfgeval-aangiftevorm ingevul en die doktersertifikaat aan die vorm geheg word.

13. Duur van siekte: As die duur van die siekte nie op die doktersertifikaat aangegee word nie, moet die vraag aan die beriggewer gestel en die duur van die siekte op die vorm ingevul word. As die duur van die siekte nie presies aangegee kan word nie, moet dit naastenby aangetoon word, aldus: „ omtrent sewe dae," of na gelang van die geval.

14. Naam van geneesheer: Vul in die naam van die dokter deur wie die oorsaak van die dood gesertifiseer word, indien enige.

15. Geboorteplek: Vul in naam van land, staat, provinsie of kolonie waar die oorledene gebore is.

16. Woonadres: In die geval van 'n passasier, vul die woonadres in, selfs al is dit in 'n ander land.

17. Begraafplek: Vermeld naam en omgewing van begraafplek waar die lyk begrawe sal word, of indien ter see begrawe, meld lengtegraad en breedtegraad.

19. Handtekening of merk van beriggewer: Die beriggewer moet persoonlik sy naam teken of sy merk maak; niemand anders mag dit namens hom doen nie.

20. Bevoegdheid: Vul in „volwasse bloedverwant teenwoordig by die afsterwe " of „volwasse bloedverwant by die laaste siekte behulpsaam " of „volwasse persoon teenwoordig by die afsterwe " of „ persoon wat die lyk laat begrawe " na gelang van die geval.

21. Woonadres: Vul in die gewone woonplek van die beriggewer voluit. Indien nie 'n Suid-Afrikaanse burger nie, meld adres in die Unie waar met die beriggewer in verbinding getree kan word.

Artikel *eenhonderd nege-en-tagtig* van Wet No. 57 van 1951, lui soos volg:—

„ (1) Binne agt-en-veertig uur na die aankoms van enige skip in enige hawe in die Unie lewer of stuur die gesagvoerder in die voorgeskrewe vorm aan die bevoegde beampte 'n opgawe van sodanige besonderhede as wat voorgeskryf word—

(*a*) in die geval van 'n Suid-Afrikaanse skip, van elke geboorte van 'n kind en elke sterfgeval aan boord van die skip wat voorgekom het nadat die skip by die laaste vorige geleentheid 'n hawe in die Unie verlaat het; of

(*b*) in die geval van 'n ander skip as 'n Suid-Afrikaanse skip, van elke geboorte aan boord van die skip van 'n kind wie se ouers in die Unie woon of voornemens is om daarin te woon en van elke sterfgeval aan boord van die skip van 'n persoon wat ten tyde van sy dood in die Unie gewoon het, wat tydens die reis voorgeval het.

(2) Die bevoegde beampte stuur elke sodanige opgawe wat deur hom ontvang word, aan die Distriksregistrateur of Assistent-distriksregistrateur van Geboortes en Sterfgevalle binne wie se gebied die hawe geleë is."

For use of Assistant District Registrar and District Registrar only.

Date of receipt_____ 19____ Place_____

(Signature)_____
Assistant District Registrar.

Date of registration_____ 19____ District_____

(Signature)_____
District Registrar.

No. of entry_____

FOR USE IN HEAD OFFICE ONLY.

1. Form checked_____
2. Index card written_____
3. Card checked_____

* To be given in the case of an infant less than one year of age who dies in the ship where it was born.
† Delete words which do not apply, depending on whether or not the master is the informant.

INSTRUCTIONS AS TO THE FILLING IN OF THIS FORM.

1. Identity number: Write the identity number allocated by the Director of Census and Statistics and, in the case of a Chinese or Indian, the registration number if obtainable.

2 and 3. Surname and first names.—(*a*) Write the surname of the deceased followed at item 3 by all the first names in full.
(*b*) If the deceased was a married woman or widow, write also in brackets at item 2 previous surname or surnames, if any, and maiden surname, e.g. " Smith (formerly Brown, formerly Adams, born Jones)."
(*c*) If the deceased has no first names, write at item 3 " child of " followed by the full first names and surname of the father or, if born out of wedlock, the full first names and surname of the mother, e.g. " child of John Peter Smith " or " child of Jane Mary Jones."
(*d*) The informant must be asked for the full names of the deceased and if the names differ from those which appear on the medical certificate of the cause of death, the names as furnished by the informant must be written at items 2 and 3 and the word " correct " written thereafter in brackets in pencil, thus (correct). In all other instances the information recorded in this form must conform strictly with that which appears in the medical certificate.

4. Date of death: Write in words the day and name of month, and complete with the proper figure of the year.

5. Sex: Write male or female as the case may be.

6. Place of death: State the name of the ship and the latitude and longitude. If in port, state the name of the port.

7. Race: State whether (*a*) white, (*b*) Cape Coloured, (*c*) Coloured, (*d*) Cape Malay, (*e*) Indian, (*f*) Mauritian, (*g*) St. Helena, (*h*) Chinese, (*i*) Japanese, (*j*) Burmese, (*k*) Griqua, (*l*) Native, etc. The terms " European," " Malay," " Mixed," " Asiatic " and " Kaffir " must not be used. Religion is not proof of race and the terms " Mohammedan," " Moslem," etc., may also not be used.

8. Age and date of birth: Insert the age in figures, adding hours, days, months, or years, as the case may be. The figures must represent complete hours, days, months, or years, as the case may be. If the correct age cannot be given, it should be filled in as near as possible, e.g. " about 40 years " or " between 40 and 50 years." After the age write in brackets the date of birth in figures.

10. Occupation: Many occupations are common to several industries, such as artisans employed in mining, railways, buildings and construction, etc. The occupation should be so described as to indicate clearly both the personal occupation of the individual, and the industry, trade or business with which he or she is connected, e.g. Ship's Officer (deck or engine room), Able Seaman, Ship's Cook, Ship's Carpenter, Commercial Clerk, Civil Service Clerk, Insurance Clerk, Mine Timberman, Carpenter Building Trade, Fitter Motor Garage, etc.
In the case of professional men the particular branch of the profession should be defined, e.g. civil, electrical, mining, mechanical engineer, or land, mining, quantity, etc., surveyor.
In the case of mining employees, it should be stated whether employed " above ground " or " under ground."
Women employed principally in their own homes should be returned as " Home Duties " while infants or schoolchildren should be described as such.

11. Pensioner or dependent of pensioner (including recipient of maintenance allowance or dependent of recipient of maintenance allowance): (*a*) Specify nature of pension or allowance drawn from any Union Government Department (including Civil, Military and miner's phthisis pension or maintenance allowances. No others need be mentioned).
(*b*) If pension or allowance is affected by the death of dependent state name of pensioner or recipient of allowance, nature of pension or allowance and relationship existing between pensioner or recipient of allowance and dependent, e.g. " Wife of A.B., Military Pensioner " or " Child of A.B., recipient of maintenance allowance."

12. Causes of death: If a certificate of a medical practitioner is produced, the causes of death and duration of illness must be recorded on the death information form as stated in such certificate and the certificate must be attached to the form.

13. Duration of illness: If the duration of the disease is not given on the medical certificate, the informant should be asked the question, and the duration inserted on the form. If the duration of illness cannot be given accurately, it should be given approximately thus—" about seven days " or as the case may be.

14. Name of medical practitioner: Insert the name of the doctor by whom the cause of death is certified, if any.

15. Birthplace: Enter the name of the country, state, province or colony where born.

16. Residential address: In case of a passenger, insert the residential address even if in another country.

17. Place of burial: State name and locality of burial ground in which it is intended to inter the body, or if buried at sea, state longitude and latitude.

19. Informant's signature or mark: The informant must write his name or make his mark himself. No one else can do this for him.

20. Qualification: Write "Adult relative present at death," or "Adult relative in attendance at last illness " or "Adult present at death " or " Person causing body to be buried," as the case may be.

21. Residential address: Fill in usual residence of informant in full. If not a South African citizen, state address in Union at which informant can be contacted.

Section *one hundred and eighty-nine* of Act No. 57 of 1951, reads as follows:—

" (1) Within forty-eight hours after the arrival of any ship at any port in the Union, the master shall deliver or transmit to the proper officer in the prescribed form a return of such particulars as may be prescribed—

(*a*) in the case of a South African ship, of every birth of a child and every death of a person on board the ship which has occurred after the last preceding occasion on which the ship left a port in the Union; or
(*b*) in the case of a ship other than a South African ship, of every birth of a child on board the ship whose parents reside or intend to reside in the Union, and of every death of a person on board the ship who at the time of his death was residing in the Union, which has occurred during the voyage.

(2) The proper officer shall transmit every such return received by him to the District Registrar or Assistant District Registrar of Birth and Deaths within whose area the port is situated."

No. 1121 (Unie).] [26 Julie 1957.

MARINE-AFDELING.

Onderstaande ontwerp-regulasies voorgestel om kragtens die bepalings van sub-artikel (1) van artikel *driehonderd ses-en-vyftig*, gelees saam met artikels *twee-en-negentig* en *eenhonderd-en-een* van die Handelskeepvaartwet, 1951 (Wet No. 57 van 1951), uitgevaardig te word, word hierby vir algemene inligting gepubliseer. Persone wat kommentaar wil lewer of aanbevelings wil doen, kan hulle aan die Kommissaris van Doeane en Aksyns, Marine-afdeling, Posbus 376, Pretoria, op of voor 30 September 1957 deurstuur.

Regulasies waarby die gesigstoetse vir kleur en vorm waarin leerling-offisiere en kadette moet slaag, en die gesigsvermoëtoetse en mediese ondersoek wat gesagvoerders, seemanne en leerling-offisiere moet ondergaan, voorgeskryf word.

INHOUD.

1. Opskrif van hierdie regulasies.
2. Woordbetekenis.
3. Gesigstoets vir kleur en vorm.
4. Aansoek om gesigstoetse vir kleur en vorm af te lê, en gelde betaalbaar.
5. Hou van gesigstoetse vir kleur en vorm.
6. Geldigheid van sertifikaat dat 'n kandidaat in die gesigstoetse vir kleur en vorm geslaag het.
7. Gesigsvermoëtoetse vir gesagvoerders, seemanne en leerling-offisiere.
8. Mediese ondersoek wat gesagvoerders, seemanne, kadette en leerling-offisiere moet ondergaan.
9. Pokkies, geelkoors en maagkoors.
10. Koste van mediese ondersoek, inenting en inspuiting.

BYLAES.

Bylae A.—Gesigstoetse vir kleur en vorm.
Bylae B.—Aansoek om in die gesigstoetse vir kleur en vorm ondersoek te word (vorm M. 4).

OPSKRIF VAN HIERDIE REGULASIES.

1. Hierdie regulasies heet die regulasies betreffende gesigsvermoëtoetse en mediese ondersoek.

WOORDEBETEKENIS.

2. In hierdie regulasies, tensy uit die samehang anders blyk, beteken—

„eksaminator" die persoon wat kragtens artikel *sewe-en-sewentig* (4) van die Wet as sulks aangestel word, en enige verwysing na uitdrukkings of woorde wat in die Handelskeepvaartwet, 1951, voorkom, moet uitgelê word volgens die betekenis by die Wet daaraan verleen.

[LET WEL.—In artikel *twee* van die Wet verskyn onderstaande woordbepalings:—

„leerling-offisier" 'n vakleerling in die seediens wat deur 'n leerkontrak verbind is;
„kadet" 'n vakleerling in die seediens wat nie deur 'n leerkontrak verbind is nie;
„Direkteur" die Direkteur van Handelskeepvaart wat kragtens artikel *vyf* aangestel is;
„geneesheer"—

(*a*) by 'n plek in die Unie, iemand wat as sodanig ingevolge die Wet op Geneeshere, Tandartse en Aptekers, 1928 (Wet No. 13 van 1928), geregistreer is; of

(*b*) by 'n plek buite die Unie, iemand wat ingevolge die Wet wat op daardie plek van krag is, geregtig is om as sodanig te praktiseer;

No. 1121 (Union).] [26 July 1957.

MARINE SECTION.

The following draft regulations proposed to be made under the provisions of sub-section (1) of section *three hundred and fifty-six* read with sections *ninety-two* and *one hundred and one* of the Merchant Shipping Act, 1951 (Act No. 57 of 1951), are hereby published for general information. Any person who wishes to make any comments or suggestions may submit them to the Commissioner of Customs and Excise, Marine Section, P.O. Box 376, Pretoria, on or before the 30th September, 1957.

These regulations prescribe the colour and form vision tests to be passed by apprentice-officers and cadets, and the eyesight tests and medical examination of masters, seamen and apprentice-officers.

CONTENTS.

1. Title of these Regulations.
2. Interpretation.
3. Colour and Form Vision Tests.
4. Application to Undergo Colour and Form Vision Tests, and fee to be paid.
5. Conducting of Colour and Form Vision Tests.
6. Validity of Certificate of a Pass in Colour and Form Vision Tests
7. Eyesight tests for Masters, Seamen and Apprentice-officers.
8. Medical Examination of Masters, Seamen, Cadets and Apprentice-officers.
9. Smallpox, Yellow Fever and Typhoid Fever.
10. Expenses for Medical Examination, Vaccination and Inoculation.

ANNEXURES.

Annexure A.—Colour and Form Vision Tests.
Annexure B.—Application to be Examined in the Colour and Form Vision Tests (Form M. 4.)

TITLE OF THESE REGULATIONS.

1. These regulations are called the eyesight and medical examination regulations.

INTERPRETATION.

2. In these regulations, unless the context indicates otherwise—

"examiner" means the person appointed as such under section *seventy-seven* (4) of the Act;

and any reference to phrases or words which occur in the Merchant Shipping Act, 1951, shall be construed as having the meaning assigned to them in that Act.

[NOTE.—Section *two* of the Act contains the following definitions—

"apprentice-officer" means an indentured apprentice to the sea service;
"cadet" means an unindentured apprentice to the sea service;
"Director" means the Director of Merchant Shipping appointed under section *five*;
"medical practitioner" means—

(*a*) at a place in the Union, a person registered as such under the Medical, Dental and Pharmacy Act, 1928 (Act No. 13 of 1928); or

(*b*) at a place outside the Union, a person who is entitled to practise as such under the law in force in that place;

*„ bevoegde beampte" die beampte wat deur die Minister aangewys is as die bevoegde beampte by die plek en ten opsigte van die saak waarna verwys word in die bepaling van hierdie Wet waarin die uitdrukking voorkom;

„ seeman" 'n persoon (behalwe 'n gesagvoerder, loods of leerlingoffisier) wat in diens is of in diens geneem is in enige hoedanigheid as lid van 'n skip se bemanning.

* Die voorneme bestaan om die Minister se magtiging te verkry om die volgende beamptes as „ bevoegde beamptes" in die Unie aan te wys:—

Te Kaapstad en Durban: Die Hoofbeampte van die Marine-opnemingskantoor.
Te Port Elizabeth en Oos-Londen: Die Koopvaardymeester.
Te Mosselbaai, Port Nolloth, Luderitz en Walvisbaai: Die Ontvanger van Doeane.]

GESIGSTOETSE VIR KLEUR EN VORM.

3. (1) Behoudens die bepalings van paragraaf (2), moet 'n persoon voordat hy as kadet op 'n Suid-Afrikaanse skip in diens geneem word, en moet 'n persoon voordat hy met 'n leerkontrak as 'n leerling-offisier aan die eienaar van 'n Suid-Afrikaanse skip verbind word, slaag in die gesigstoetse vir kleur en vorm wat in Bylae A hierby uiteengesit word.

(2) In die geval van 'n ingenieur-kadet of 'n ingenieur-leerling-offisier kan die gesigstoets vir vorm afgelê word terwyl die kandidaat van 'n bril of ander soortgelyke kykmiddel gebruik maak en die gesigstoets vir kleur sal gewysig word deur die toets met 'n klein opening uit te sluit. 'n Sertifikaat wat ooreenkomstig hierdie paragraaf aan 'n kandidaat uitgereik word, word geëndosseer om dié gedeeltes van die toets aan te dui waaraan die kandidaat nie voldoen het nie.

(3) Ooreenkomstig die bepalings van paragraaf (2) van Bylae A, het kandidate die keuse om hulle aan te bied vir 'n toets van elke oog afsonderlik of van albei oë gesamentlik. Wanneer 'n kandidaat getoets word, moet die gesigstandaard soos volg wees:—

(*a*) ten opsigte van die sterkste oog: Die vermoë om minstens vier van die sewe letters in die sewende reël van die toetskaart te lees;

(*b*) ten opsigte van die ander oog: Die vermoë om vyf van die ses letters in die sesde reël te lees;

(*c*) wanneer albei oë saam gebruik word: Die vermoë om ses van die sewe letters in die sewende reël te lees.

Aan 'n kandidaat wat slaag in die toets waarvan in hierdie paragraaf melding gemaak word, en in die gesigstoets vir kleur, word 'n sertifikaat uitgereik met die endossement: „ Geslaag in toets vir nuweling ".

[LET WEL.—Die gesigstoetse vir kleur en vorm waarvan in hierdie regulasie melding gemaak word, is dié waarin offisiere of voornemende offisiere (leerling-offisiere of andersins) moet slaag voordat hulle kan kwalifiseer vir bekwaamheidsertifikate kragtens Hoofstuk III van die Handelskeepvaartwet, 1951. Die doel met die gesigsvermoëtoetse en die mediese ondersoek waarvan in ander dele van hierdie regulasies melding gemaak word, is om vas te stel of die betrokke persoon geskik is vir indiensneming in die voorgenome hoedanigheid.]

AANSOEK OM GESIGSTOETSE VIR KLEUR EN VORM AF TE LÊ, EN GELDE BETAALBAAR.

4. (1) Aansoek om die gesigstoetse vir kleur en vorm af te lê, moet gedoen word op vorm M. 4 wat in Bylae B uiteengesit word en saam met 'n bedrag van twee sjielings en ses pennies aan die bevoegde beampte gestuur word.

(2) Bogenoemde bedrag is betaalbaar elke keer wanneer 'n applikant aansoek doen om die toets af te lê.

(3) Die bedrag van 2s. 6d. word nie terugbetaal indien die applikant in die toetse druip of versuim om sy opwagting te maak op die tyd wat vir die toets bepaal is nie; tensy hy 'n mediese sertifikaat of ander aanvaarbare bewys kan voorlê dat hy die toets nie kon bywoon nie.

HOU VAN GESIGSTOETSE VIR KLEUR EN VORM.

5. Gesigstoetse vir kleur en vorm word deur 'n eksaminator gehou op plekke en tye soos deur die Direkteur bepaal.

* " proper officer " means the officer designated by the Minister to be the proper officer at the place and in respect of the matter to which reference is made in the provision of this Act in which the expression occurs;

" seaman " means any person (except a master, pilot or apprentice-officer) employed or engaged in any capacity as a member of the crew of a ship.

* It is proposed to seek the Minister's authority to designate the following officers as " proper officers " in the Union:—

At Cape Town and Durban: The Principal Officer of the Marine Survey Office.
At Port Elizabeth and East London: The Shipping Master.
At Mossel Bay, Port Nolloth, Luderitz and Walvis Bay: The Collector of Customs.]

COLOUR AND FORM VISION TESTS.

3. (1) Subject to the provisions of paragraph (2), before any person is employed as cadet on a South African ship and before any person is indentured as an apprentice-officer to the owner of a South African ship he shall pass the colour and form vision tests set out in Annexure A.

(2) In the case of an engineer cadet or an engineer apprentice-officer the form vision test may be taken whilst the candidate is wearing spectacles or other similar aids to vision and the colour test shall be modified by the exclusion of the small aperture test. Any certificate issued to a candidate in terms of this paragraph shall be endorse to indicate those portions of the tests not complied with.

(3) In accordance with the provisions of paragraph (2) of Annexure A, candidates have the option of submitting themselves to a test of each eye separately or both eyes together. In testing a candidate the standard of vision shall be—

(*a*) in respect of the better eye: The ability to read at least four of the seven letters in the seventh line of the test card;

(*b*) in respect of the other eye: The ability to read five of the six letters in the sixth line;

(*c*) when both eyes are used together: The ability to read six of the seven letters in the seventh line.

A candidate who is successful in the test mentioned in this paragraph and in the colour vision test shall be issued with a certificate endorsed " Passed New Entrant Test ".

[NOTE.—The colour and form vision test mentioned in this regulation are those which officers or prospective officers (apprentice or otherwise) are required to pass before they can qualify for certificates of competency under Chapter III of the Merchant Shipping Act, 1951.

The eyesight and medical examination mentioned in other parts of these regulations are intended to determine whether the person concerned is fit for employment in the capacity in which it is intended to engage him.]

APPLICATION TO UNDERGO COLOUR AND FORM VISION TESTS, AND FEE TO BE PAID.

4. (1) Application to undergo the colour and form vision tests shall be made, on form M. 4 set forth in Annexure B, to the proper officer, and the applicant shall pay a fee of two shillings and sixpence.

(2) The aforesaid fee is payable on each occasion on which an applicant is examined.

(3) The fee of 2s. 6d. paid shall not be refunded if the applicant fails in the tests, or fails to appear at the time appointed for the test unless he produces a medical certificate or other acceptable evidence of his inability to attend.

CONDUCTING OF COLOUR AND FORM VISION TESTS.

5. The colour and form vision tests shall be conducted by an examiner at places and on days to be determined by the Director.

(LET WEL.—Die Direkteur het besluit dat toetse te Kaapstad en Durban gehou sal word. Die tye waarop die toetse gehou sal word, kan op aansoek van die bevoegde beampte verkry word. Spesiale reëlings kan van tyd tot tyd getref word vir toetse wat op ander plekke as Kaapstad en Durban gehou moet word.)

GELDIGHEID VAN SERTIFIKAAT DAT 'N KANDIDAAT IN DIE GESIGSTOETSE VIR KLEUR EN VORM GESLAAG HET.

6. 'n Sertifikaat dat 'n kandidaat in die gesigstoetse vir kleur en vorm geslaag het, is slegs vir drie maande geldig.

GESIGSVERMOËTOETSE VIR GESAGVOERDERS, SEEMANNE EN LEERLING-OFFISIERE.

7. (1) Behoudens die bepalings van paragraaf (3), word die gesigsvermoëtoetse vir gesagvoerders, seemanne en leerling-offisiere wat kragtens artikel *eenhonderd-en-een* van die Wet vereis word, só gehou dat daar vasgestel kan word of die gesigsvermoë van die persoon (met inbegrip van sy vermoë om kleure te identifiseer, in gevalle waar die vasstelling van kleur in die loop van sy diens van die persoon vereis word) bevredigend is vir sy indiensneming.

(2) Van 'n kadet of leerling-offisier aan wie 'n sertifikaat ooreenkomstig die bepalings van regulasie 3 uitgereik is, sal nie vereis word dat hy ooreenkomstig hierdie regulasie 'n gesigsvermoëtoets moet ondergaan nie.

(3) 'n Gesagvoerder, seeman of leerling-offisier het die keuse om die „Toets vir Nuwelinge", waarvoor daar in paragraaf (3) van regulasie 3 voorsiening gemaak word, af te lê, en as 'n applikant die toets aflê volgens die voorskrifte, is die bepalings van die genoemde paragraaf op hom van toepassing.

(4) 'n Seeman wat ooreenkomstig die bepailngs van hierdie regulasie in 'n gesigsvermoëtoets slaag, moet sy verslagboek aan die bevoegde beampte voorlê sodat die feit dat hy in hierdie toets geslaag het, daarin opgeteken kan word.

[LET WEL.—Die aandag word gevestig op sub-artikel (3) van artikel *eenhonderd-en-een* van die Wet waarin bepaal word dat 'n sertifikaat wat op die gesigsvermoë van 'n gesagvoerder, seeman en leerling-offisier betrekking het, vir 'n tydperk van ses jaar vanaf die datum waarop dit verleen is, geldig bly. Die aandag word ook gevestig op regulasie 6 wat handel oor die geldigheid van 'n sertifikaat met die strekking dat 'n kandidaat geslaag het in die gesigstoetse vir kleur en vorm.]

MEDIESE ONDERSOEK WAT GESAGVOERDERS, SEEMANNE, KADETTE EN LEERLING-OFFISIERE MOET ONDERGAAN.

8. (1) Behoudens die bepalings van paragraaf (2), moet daar in die mediese sertifikaat wat kragtens artikels *twee-en-negentig* en *eenhonderd-en-een* van die Wet van gesagvoerders, seemanne en leerling-offisiere vereis word, aangedui word dat die persoon ten opsigte van wie die sertifikaat uitgereik is—

(*a*) liggaamlik geskik is om in die voorgenome hoedanigheid diens te doen; en

(*b*) nie aan 'n siekte wat waarskynlik deur diens ter see vererger sal word, of hom waarskynlik vir diens ter see ongeskik sal maak, of die gesondheid van andere aan boord waarskynlik in gevaar sal bring, ly nie.

(2) Die geneesheer wat 'n kadet of leerling-offisier medies ondersoek, moet deur die bevoegde beampte goedgekeur word.

[LET WEL.—Die aandag word gevestig op artikel *eenhonderd-en-een* (3) van die Wet wat lui dat die mediese sertifikaat vir 'n tydperk van ses maande vanaf die datum waarop dit verleen word, geldig bly.]

POKKIES, GEELKOORS EN MAAGKOORS.

9. (1) Wanneer die Hoofgesondheidsbeampte van die Unie 'n verklaring uitreik dat maatreëls getref moet word vir die bestryding van siektes soos pokkies, geelkoors en maagkoors wat die afsondering van gevalle vereis, moet die eienaar van elke Suid-Afrikaanse skip sorgdra dat gesagvoerders, seemanne of leerling-offisiere wat in sy diens is, dergelike maatreëls nakom.

(NOTE.—The Director has decided that tests shall be held at Cape Town and Durban. The days on which tests will be held may be ascertained on enquiry from the proper officer. Special arrangements may be made from time to time for tests to be held at places other than Cape Town and Durban.)

VALIDITY OF CERTIFICATE OF A PASS IN COLOUR AND FORM VISION TESTS.

6. A certificate of a pass in the colour and form vision tests shall be valid for three months only.

EYESIGHT TESTS FOR MASTERS, SEAMEN AND APPRENTICE-OFFICERS.

7. (1) Subject to the provisions of paragraph (3), the eyesight tests for masters, seamen and apprentice-officers required under section *one hundred and one* of the Act shall be so conducted as to ascertain that the sight of the person (including, where determination of colour is required of the person in the course of his duty, colour vision) is satisfactory for his employment.

(2) Any cadet or apprentice-officer who has been issued with a certificate in accordance with the provisions of regulation 3 will not be required to undergo an eyesight examination under this regulation.

(3) A master, seaman or apprentice-officer shall have the option of undergoing the "New Entrant Test" as provided for in paragraph (3) of regulation 3, and if any applicant undergoes the tests so provided, the provisions of the said paragraph shall apply.

(4) A seaman who passes an eyesight test in terms of this regulation shall produce his record book to the proper officer in order that the fact that he has passed this test may be recorded therein.

[NOTE.—Attention is invited to sub-section (3) of section *one hundred and one* of the Act which provides that a certificate relating to the sight of a master, seaman and apprentice-officer shall remain in force for six years from the date on which it was granted. Attention is also invited to regulation 6 which deals with the validity of a certificate of a pass in the colour and form vision tests.]

MEDICAL EXAMINATION OF MASTERS, SEAMEN, CADETS AND APPRENTICE-OFFICERS.

8. (1) Subject to the provisions of paragraph (2), the medical certificate required of masters, seamen and apprentice-officers in terms of sections *ninety-two* and *one hundred and one* of the Act shall be such as to indicate that the person in respect of whom it is issued is:—

(*a*) physically fit to serve in the capacity in which it is proposed to employ him; and

(*b*) not suffering from any disease likely to be aggravated by or to render him unfit for service at sea or likely to endanger the health of other persons on board ship.

(2) The medical practitioner who conducts the medical examination of a cadet or apprentice-officer shall be approved by the proper officer.

[NOTE.—Attention is invited to section *one hundred and one* (3) of the Act which states that the medical certificate shall remain in force for a period of six months from the date on which it was granted.]

SMALLPOX, YELLOW FEVER AND TYPHOID FEVER.

9. (1) Whenever the Chief Health Officer for the Union declares that measures to combat the quarantinable diseases of smallpox, yellow fever and typhoid fever are necessary, the owner of every South African ship shall ensure that a master, seaman or apprentice-officer employed by him complies with those measures.

(2) Indien die maatreëls waarop die Hoofgesondheidsbeampte van die Unie besluit dit ooreenkomstig paragraaf (1) nodig maak dat persone ingeënt of ingespuit moet word, moet elke seeman sy verslagboek aan die naaste bevoegde beampte voorlê sodat die feit dat hy teen die siektes ingeënt of ingespuit is, na gelang van die geval, daarin opgeteken kan word.

KOSTE VAN MEDIESE ONDERSOEK, INENTING EN INSPUITING.

10. Elke mediese ondersoek (met inbegrip van 'n gesigstoets ooreenkomstig regulasie 7), inenting en inspuiting wat ooreenkomstig hierdie regulasie vereis word, geskied op koste van die eienaar van die skip waarop die leerlingoffisier met 'n leerkontrak verbind sal word of verbind is, of van die eienaar van die skip waarop die gesagvoerder of seeman in diens geneem sal word of in diens geneem is.

BYLAE A.

GESIGSTOETSE VIR KLEUR EN VORM.

BESONDERHEDE AANGAANDE DIE HOU VAN GESIGSTOETSE VIR KLEUR EN VORM.

(LET WEL.—Die doel van hierdie toetse is om te verseker dat die gesigsvermoë van die kandidaat skerp genoeg is om hom in staat te stel om in die verte die ligte van skepe ter see duidelik te sien en te identifiseer. Die ondervinding het geleer dat hy vir hierdie doel in die gesigstoetse, beide vir vorm en kleur, in staat moet wees om sekere minimum standaarde te behaal. Daar word twee toetse gestel, 'n letter- en lanterntoets, waarvan besonderhede hieronder uiteengesit word. Die lettertoets is slegs 'n gesigstoets vir vorm, en die lanterntoets is 'n gekombineerde gesigstoets vir vorm en kleur.)

ALGEMEEN.

(1) Die toets word onder strenge toesig van die eksaminator gehou, wat 'n aantekening moet hou van al die foute wat deur die kandidaat in die letter- asook in die lanterntoets gemaak word.

GEBRUIK VAN 'N BRIL WORD NIE TOEGELAAT NIE.

(2) Behalwe in die geval van ingenieur-kadette of ingenieur-leerling-offisiere [vergelyk regulasie 3 (2)], word kandidate nie toegelaat om gedurende die eksamens in die gesigstoetse enige soort bril, kontaklens of verkyker, of enige ander kykmiddels te gebruik nie. Kandidate het die keuse om die een of ander oog afsonderlik of albei oë gesamentlik te gebruik.

LETTERTOETS.

(3) Die eerste toets wat kandidate moet aflê is die lettertoets, wat op die Snellenbeginsel deur middel van letterblaaie gehou word. Elke blad bevat sewe reëls, waarvan die vyfde, sesde en sewende reël onderskeidelik met standaarde 5/10, 5/7·5 en 5/5 ooreenstem.

VERLANGDE GESIGSTANDAARD.

(4) 'n Kandidaat moet in staat wees om vyf van die ses letters in die sesde reël en vier van die sewe letters in die sewende reël, op 'n afstand van sestien voet van die oog af, korrek af te lees.

TOETSMETODE.

(5) Weens die onmoontlikheid om by gebruik van daglig uniformiteit te verkry, moet by voorkeur kunsmatige verligting gebruik word. Waar geskikte donkerkamers beskikbaar is, moet die toetsblaaie vyf of ses voet hoog van die vloer af teen 'n muur gehang word, met twee elektriese gloeilampe elk van 40 watt, horisontaal aangebring, met geskikte skerms, sodat die lig regstreeks op twee letterreëls van die blad val.

Die toetskamer moet matig verlig word en daar moet sorg gedra word dat daar geen skerpligte of blink voorwerpe in die gesigsveld van die kandidaat is nie. Uiterste kontraste tussen die verligte toetskaart en die agtergrond moet vermy word.

Ingeval 'n geskikte donkerkamer nie beskikbaar is nie, moet die toetsblaaie op die vereiste hoogte teen 'n muur in 'n goeie lig gehang word, maar nie regstreeks in die sonlig nie.

(2) If in terms of paragraph (1) the measures decided by the Chief Health Officer of the Union require vaccination or inoculation of persons, every seaman shall produce his record book to the nearest proper officer in order that the fact that he has been vaccinated or inoculated, as the case may be, may be recorded therein.

EXPENSES FOR MEDICAL EXAMINATION, VACCINATION AND INOCULATION.

10. Every medical examination (including an eyesight examination in terms of regulation 7), vaccination and inoculation made under these regulations shall be at the expense of the owner of the ship to whom the apprentice-officer is to be indentured or is indentured or of the owner of the ship on which the master or seaman is to be employed or is employed.

ANNEXURE A.

COLOUR AND FORM VISION TESTS.

DETAILS AS TO THE CONDUCT OF COLOUR AND FORM VISION TESTS.

(NOTE.—The purpose of these tests is to ensure that the person's eyesight is sufficiently good to enable him to pick up and identify correctly the lights of distant ships at sea. Experience has shown that for this purpose he must be able to reach certain minimum standards both of form and colour vision. The tests employed are two, a letter and a lantern test, details of which are given below. The letter test is a test of form vision only, and the lantern test is a test of form and colour vision combined.)

GENERAL.

(1) The tests shall be conducted under the strict personal supervision of the examiner, who shall keep a record of all mistakes made by the candidate both in the Letter Test and in the Lantern Test.

SPECTACLES NOT ALLOWED.

(2) Except in the case of engineer cadets or engineer apprentice-officers [see regulation 3 (2)], during the colour and form vision tests candidates shall not be allowed to use spectacles, contact lenses, or glasses of any kind, or any other artificial aid to vision. Candidates shall have the option of using either eye separately or both eyes together.

LETTER TEST.

(3) The first test which the candiate shall be required to undergo is the letter test conducted on Snellen's principle by means of sheets of letters. Each sheet contains seven lines, the fifth, sixth and seventh lines corresponding to standards 5/10, 5/7·5 and 5/5, respectively.

STANDARD OF VISION REQUIRED.

(4) Every candidate shall be required to read correctly five of the six letters in the sixth line and four of the seven letters in the seventh line, at a distance of sixteen feet from the eye.

METHOD OF TESTING.

(5) Artificial illumination shall be used in preference to daylight owing to the impossibility of securing uniformity where the latter is used. Where suitable dark rooms are available the test sheets shall be hung on a wall at a height of five or six feet from the floor, with two electric bulbs each of 40 watts placed horizontally and suitably screened so that the light falls directly on two lines of letters on the sheet.

The test room shall be moderately illuminated and care taken that there are no glaring lights or bright objects in the candidate's field of vision. Extreme contrast between the illuminated test card and the background shall be avoided.

If a suitable dark room is not available the test sheets shall be hung on a wall at the required height, in a good light, but not in direct sunlight.

As die kandidaat die juiste plek ingeneem het, moet een van die kaarte ontbloot word, en moet hy gevra word om die letters van links na regs, met aanvang van bo na onder, af te lees.

As na afloop van die toets bevind word dat die kandidaat die vereiste standaard behaal het, word daar beskou dat hy geslaag het en kan hy met die lanterntoets aangaan.

DRUIPING.

(6) (*a*) Ingeval 'n kandidaat faal om die vereiste standaard op die eerste blad te behaal, moet hy met minstens vier blaaie getoets word en die volgende alternatiewe aan hom verduidelik word:—

(i) Hy kan die eksamen onderbreek en binne minstens drie maande weer eksamen kom aflê, in watter geval 'n sertifikaat dat hy gedruip het aan hom uitgereik word; of

(ii) hy kan met die lanterntoets aangaan. In hierdie geval moet 'n aantekening op die voorgeskrewe vorm gemaak word van al die foute in die lettertoets en al die foute, indien enige, in die lanterntoets. Dit word dan aan die Direkteur deurgestuur om te besluit of die kandidaat in die gesigstoets vir vorm geslaag of gedruip het.

(*b*) As 'n kandidaat in die lettertoets druip, moet hy aangeraai word om 'n oogheelkundige te gaan raadpleeg ten einde te laat vasstel wat die gebrek in sy gesigsvermoë is om vorms te onderskei, en of dit geneesbaar is.

LANTERNTOETS.

TOESTEL.

(7) Vir hierdie toets word 'n spesiale lantern en spieël verskaf. Die toets moet in 'n kamer gehou word wat so verdonker is dat daar geen lig indring nie. Die lantern moet reg voor die spieël geplaas word sodat die voorkant van die lantern presies tien voet van die spieël af is, en in so 'n stand dat die ligte wat in die spieël weerkaats duidelik is as die kandidaat links van die lantern daarna kyk.

AANPASSING VAN DONKERHEID.

(8) As die kandidaat by die aanvang van die lanterntoets 'n fout maak, moet hy minstens 'n kwartier in 'n geheel of half verdonkerde kamer gehou word en daarna weer met die toets aangaan.

METODE VAN TOETSING.

(9) Die lantern wat vir die eksamen verskaf word, is so saamgestel dat een groot en twee klein ligte sigbaar is, en is voorsien van twaalf skywe met drie kleure—rooi, wit en groen. By die aanvang van die eksamen word daar 'n reeks ligte deur 'n groot opening aan die kandidaat getoon, en as die kleure verskyn, moet hy die name daarvan noem. As die wit lig getoon word, moet dit beklemtoon word dat dit nie 'n suiwere wit lig is nie. As 'n kandidaat 'n fout maak en dit 'n „rooi" lig noem, moet daar dadelik 'n regte rooi lig getoon word en sy aandag moet dan op die onderskeid tussen die twee ligte gevestig word.

Nadat 'n reeks ligte deur die groot opening getoon is, moet daar twee volledige kringlope en een onderbroke kringloop met die klein openinge gedoen word, en die kleure van elke stel van twee ligte moet van links na regs deur die kandidaat genoem word: Met dien verstande egter dat die toets met 'n klein opening nie van toepassing is op 'n kandidaat wat 'n ingenieur-kadet of 'n ingenieur-leerling-offisier is nie [vergelyk regulasie 3 (2)].

SLAAG OF DRUIP.

(10) (*a*) Ingeval 'n kandidaat, nadat hy in die lettertoets geslaag het, in die lanterntoets geen foute maak nie, word daar beskou dat hy in die hele eksamen geslaag het, en 'n sertifikaat met hierdie strekking word deur die eksaminator uitgereik. 'n Sertifikaat wat aan 'n ingenieur-kadet of aan 'n ingenieur-leerling-offisier uitgereik word, word ooreenkomstig die vereistes van regulasie 3 (2) geëndosseer.

(*b*) As 'n kandidaat, hetsy met die groot opening of die twee klein openinge van die lantern, rooi vir groen en groen vir rooi aansien, word daar beskou dat hy in die lanterntoets gedruip het.

When the candidate has taken up the correct position one of the sheets shall be exposed, and he shall be asked to read the letters on the sheet from left to right, beginning at the top and going downwards.

If at the conclusion of the test the candidate is found to reach the required standard, he shall be considered as having passed and may then proceed to the lantern test.

FAILURE.

(6) (*a*) If a candidate fails to reach the standard required on the first sheet, he shall be tested with a least four sheets and the following alternatives explained to him:—

(i) He may break off the examination and present himself for re-examination in not less than three months in which case a certificate of failure shall be issued to him; or

(ii) he may proceed to the lantern test. In this case a record of all mistakes made in the letter test and all mistakes, if any, made in the lantern test, shall be recorded on the prescribed form and forwarded to the Director, who shall decide whether the candidate has passed or failed in form vision.

(*b*) Whenever a candidate fails to pass the letter test he shall be advised to consult an opthalmologist with a view to ascertaining the nature of the defect in his form vision, and whether it is curable.

LANTERN TEST.

APPARATUS.

(7) A special lantern and a mirror are provided for this test. The test shall be conducted in a room so darkened as to exclude all light. The lantern shall be placed directly in front of the mirror, so that the front part of the lantern is exactly ten feet from the mirror, and in such a position that the lights reflected in the mirror show clearly when viewed by the candidate on the left of the lantern.

DARKNESS ADAPTATION.

(8) If the candidate makes a mistake at the beginning of the lantern test he shall be kept in a completely or partially darkened room for at least a quarter of an hour and shall then begin the test again.

METHOD OF TESTING.

(9) The lantern supplied for the examination is co constructed as to allow one large or two small lights to be visible, and is fitted with twelve glasses of three colours—red, white and green. At the beginning of the examination the candidate shall be shown a series of lights through the large aperture, and he shall be required to name the colours as they appear. In showing the white light it shall be emphasised that this light is not a pure white. If a candidate makes a mistake in calling this light "red" a proper red light shall be shown immediately after and his attention directed to the difference between the two.

After a series of lights through the large aperture has been shown, two complete circuits and one broken circuit with the two small apertures shall be made, the candidate naming the colours of each set of two lights from left to right: Provided, however, that the small aperture test shall not apply to a candidate who is an engineeer cadet or an engineer apprentice-officer [see regulation 3 (2)].

PASSING OR FAILLURE.

(10) (*a*) If a candidate does not make any mistake in the lantern test after passing the letter test he shall be deemed to have passed the whole examination and the examiner shall issue a certificate to that effect. A certificate issued to an engineer cadet or an engineer apprentice-officer shall be endorsed in accordance with the requirements of regulation 3 (2).

(*b*) If, with either the large aperture or the two smaller apertures of the lantern, a candidate mistakes red for green or green for red, he shall be considered to have failed in the lantern test.

(*c*) As 'n kandidaat enige ander fout met die lantern maak, d.w.s., as hy wit „rooi" noem of rooi „wit", of groen en wit verwar, word sy geval na die Direkteur verwys.

(*d*) Die eksaminator moet die kandidaat verwittig of hy geslaag of gedruip het of anders dat sy geval na die Direkteur verwys is, en in daardie geval sal hy van die beslissing of hy geslaag of gedruip het, verwittig word, en as hy 'n verdere eksamen moet aflê, sal hy te gelegener tyd daarvan in kennis gestel word.

GEVALLE WAT NA DIE DIREKTEUR VERWYS WORD.

(11) Elke keer as 'n geval na die Direkteur verwys word, besluit hy of die kandidaat geslaag of gedruip het, of 'n verdere toets moet aflê. As die Direkteur besluit dat die kandidaat 'n verdere toets moet aflê, word die kandidaat van die datum, tyd en plek van die verdere eksamen in kennis gestel. Geen addisionele gelde word vir sodanige eksamen gevorder nie. Elke sodanige eksamen moet deur 'n eksaminator, uitgesonderd die eksaminator wat die eerste toets afgeneem het, gehou word. Die eksaminator besluit of die kandidaat in die toets geslaag of gedruip het.

APPÈLLE.

(12) Elke keer wanneer—

(*a*) die kandidaat in die eerste lanterntoets gedruip het; of

(*b*) die Direkteur in 'n geval wat na hom verwys is, besluit het dat die kandidaat in die eerste lanterntoets gedruip het; of

(*c*) die kandidaat wie se geval na die Direkteur verwys is, volgens die beslissing van die Direkteur, in die verdere lanterntoets gedruip het,

kan die kandidaat skriftelik na die Direkteur appèlleer, en daarna word hy, by betaling van twee ghienies, wat aan hom terugbetaal word as hy slaag, toegelaat om 'n verdere spesiale toets af te lê.

'n Verdere spesiale toets moet, waar doenlik, gehou word deur 'n eksaminator, uitgesonderd 'n eksaminator wat een van die vorige toetse afgeneem het, wat dan deur 'n oogdokter deur die Direkteur benoem, geadviseer moet word. Die kandidaat kan, vir eie rekening, versoek dat 'n bloedverwant of vriend of 'n addisionele oogdokter deur hom benoem, as getuies by die afneem van die eksamen teenwoordig moet wees.

(*c*) If a candidate makes any other mistake with the lantern, i.e. if he calls white "red" or red "white" or confuses green and white, his case shall be referred to the Director.

(*d*) A candidate shall be notified by the examiner of his success or failure, or else that his case has been referred to the Director, and in that event he shall be told that the dicision as to whether he has passed or failed, or must undergo a further examination, will be communicated to him in due course.

CASES REFERRED TO DIRECTOR.

(11) Whenever a case has been referred to the Director, he shall decide whether the candidate has passed or has failed or must undergo a further test. If the Director decides that the candidate must undergo a further test, the candidate shall be informed of the date, time and place of the further examination. No additional fee shall be charged for such examination. Every such examination shall be conducted by an examiner other than the examiner who conducted the first test. The examiner shall decide that the candidate has passed or that he has failed the test.

APPEALS.

(12) Whenever—

(*a*) the candidate has failed to pass the first lantern test; or

(*b*) the Director has decided in a case referred to him that the candidate has failed to pass the first lantern test; or

(*c*) the candidate whose case has been referred to the Director has failed to pass the further lantern test decided upon by the Director,

the candidate may appeal, in writing, to the Director, and thereupon he shall, upon payment of a fee of two guineas, which shall be refunded to him if he passes, be allowed to undergo a further special test.

The further special test shall, whenever possible, be conducted by an examiner other than an examiner who conducted one of the earlier tests, who shall be advised by an opthalmic surgeon appointed by the Director. The candidate may request the presence at the expense of the candidate of a relative or friend or of an additional opthalmic surgeon to be named by him, for the purpose of witnessing the examination.

BYLAE B.
M. 4.

UNIE VAN SUID-AFRIKA.

DEPARTEMENT VAN DOEANE EN AKSYNS (MARINE-AFDELING).

Volgnommer.

Hawe.....

AANSOEK OM IN DIE GESIGSTOETSE VIR KLEUR EN VORM ONDERSOEK TE WORD.

Naam en beskrywing van kandidaat.

Familienaam (in drukletters).	Voorname (in drukletters).	Datum van geboorte.	Geboorte-plek.	Gradering.	Lengte.		Kleur van-		Persoonlike merke of eienaardighede.	Ras.
					Voet.	Duim.	Oë.	Hare.		

Indien kandidaat seediens gedoen het, meld—				Indien kandidaat nie seediens gedoen het nie, meld—	
Aantal jare en hoedanigheid waarin gedien.		Graad van bekwaamheidsertifikate en datums waarop toegeken.		Indien op die punt staan om ter see te vaar.	In watter hoedanigheid.
Jare.	Hoedanigheid.	Graad.	Datum.		

UITSLAG VAN ENIGE VORIGE GESIGSTOETSE VIR KLEUR EN VORM.

OPMERKING.—Indien die kandidaat voorheen in die gesigstoetse vir kleur en vorm ondersoek is, moet hy hier meld wanneer en waar die laaste ondersoek gehou is en teenoor elke onderwerp invul „ Geslaag ", „ Gedruip ", „ Nie ondersoek nie ", na gelang van die geval. Indien die kandidaat 'n bekwaamheidsertifikaat hou, moet hy nie in die lanterntoets ondersoek word nie, en moet die inskrywing „ Nie ondersoek nie " teenoor die onderwerp aangebring word.

Dag.	Maand.	Jaar.	Hawe.	Lettertoets.	Lanterntoets.	Meld of uitslag ten opsigte is van— (*a*) Eerste maal gedruip. (*b*) Gedruip deur Direkteur. (*c*) Gedruip in verdere toets.

VERKLARING WAT DEUR KANDIDAAT GEMAAK MOET WORD.

Ek, die ondergetekende,.....
verklaar hierby dat die besonderhede hierbo bevat na my beste wete en oortuiging juis en waar is; en ek verklaar volgens my gewete en oortuiging dat dit waar is.

gedateer te..... op die..... dag van..... 19....

.....
Handtekening van kandidaat.

Adres.....

.....

.....

Voor my verklaar te..... op die..... dag van..... 19....

.....
Handtekening en ampstitel van bevoegde beampte.

ANNEXURE B.
M. 4.

UNION OF SOUTH AFRICA.

DEPARTMENT OF CUSTOMS AND EXCISE (MARINE SECTION).

Rotation No.

Port_____

APPLICATION TO BE EXAMINED IN THE COLOUR AND FORM VISION TESTS.

Name and Description of Candidate.

Surname (in Block Letters).	Christian Names (in Block Letters).	Date of Birth.	Birth-place.	Rating.	Height.		Colour of-		Personal Marks or Peculiarities.	Race.
					Feet.	Inches.	Eyes.	Hair.		

If Candidate has Served at Sea, state—				If Candidate has not Served at Sea, state—	
Number of Years and Capacity in which Served.		Grades of Certificates of Competency and Dates on which Granted.		If about to go to Sea.	In what Capacity.
Years.	Capacity.	Grade.	Date.		

RESULT OF ANY PREVIOUS COLOUR AND FORM VISION TESTS.

NOTE.—If candidate has been previously examined in the colour and form vision tests he must state here when and where the last examination took place, and insert " Passed ", " Failed ", " Not examined ", as the case may be, against each subject. If the candidate holds a certificate of competency he should not be examined in the lantern test, and the entry " Not examined " should be made against the subject.

Day.	Month.	Year.	Port.	Letter Test.	Lantern Test.	State whether result is in respect of— (*a*) First failure. (*b*) Failed by Director. (*c*) Failure in further test.

DECLARATION TO BE MADE BY CANDIDATE.

I, the undersigned,_____
hereby declare that the particulars contained above are correct and true to the best of my knowledge and belief; and I make this declaration conscientiously believing it to be true.

Dated at_____ this_____ day of_____ 19____

Signature of Candidate.

Address_____

Declared before me at_____ this_____ day of_____ 19____

Signature and Designation of Proper Officer.

SLEGS VIR AMPTELIKE GEBRUIK—GELDE.

Bedrag ontvang.	Kwitansie No.	Datum.

UITSLAG VAN EKSAMEN.

OPMERKING.—Voeg in „ Geslaag ", „ Gedruip ", of „ Nie ondersoek nie ", al na die gelang van die geval. In die lanterntoets, indien die kandidaat 'n bekwaamheidsertifikaat hou, moet die inskrywing „ Nie ondersoek nie " aangebring word.

Ek, die ondergetekende,_____

sertifiseer hierby dat die bogenoemde kandidaat deur my ondersoek is op die_____dag van_____19____ in die letter- en lanterntoetse met die onderstaande uitslag:—

Lettertoets.	Lanterntoets.

Opmerkings (indien enige)_____

Handtekening van eksaminator

Datum_____

Hawe_____

EKSAMINATOR SE VERSLAG.

LETTERTOETS.

OPMERKINGS.—

(1) Vier letterkaarte moet in elke eksamen gebruik word, indien die kandidaat versuim om die vereiste standaard op die eerste kaart te behaal.

(2) Dit word van eksaminatore vereis om die aantal foute (indien enige) wat begaan is in die onderstaande tabel in te vul, afgesien daarvan of die kandidaat in die lettertoets slaag of druip.

Hoe was die lig toe die kandidaat getoets was?	Meld of die kandidaat beide oë tesame gebruik het of sy beter oog alleenlik.	Kaarte gebruik.	Aantal foute in elke reël van kaart.						
			1ste reël.	2de reël.	3de reël.	4de reël.	5de reël.	6de reël.	7de reël.
		Eerste							
		Tweede							
		Derde							
		Vierde							

LANTERNTOETS.

OPMERKING.—Sonder spesiale magtiging mag houers van bekwaamheidsertifikate nie in die lanterntoets ondersoek word nie.

Groot openings.		Klein openings.					
Aantal op skywe getoon.	Genoem deur kandidaat.	Aantal op skywe getoon.	Genoem deur kandidaat.	Aantal op skywe getoon.	Genoem deur kandidaat.	Aantal op skywe getoon.	Genoem deur kandidaat.
Totale aantal ligte getoon:		Totale aantal ligte getoon:					

FOR OFFICIAL USE ONLY—FEES.

Amount Received.	Reciept No.	Date.

RESULT OF EXAMINATION.

NOTE.—Insert " Passed ", " Failed " or " Not examined ", as the case may be. In the lantern test, if the candidate holds a certificate of competency, the entry should be " Not examined ".

I, the undersigned,_____
hereby certify that the above-named candidate was examined by me on the_____day of_____19____ in the letter and lantern tests with the following result:—

Letter Test.	Lantern Test.

Remarks (if any)_____

Signature of Examiner.

Date_____

Port_____

EXAMINER'S REPORT.

LETTER TEST.

NOTES:—

(1) Four letter sheets must be used in each examination, if the candidate fails to reach the required standard on the first sheet.
(2) Examiners are required to fill in the following Table showing the number of mistakes (if any) made, irrespective of whether the candidate passes or fails in the letter test.

What was the Condition of the Light when the Candidate was Examined?	State whether the Candidate Used Both Eyes together or only his Better Eye.	Sheets Used.	Number of Mistakes in Each Line of Sheet.						
			1st Line.	2nd Line.	3rd Line.	4th Line.	5th Line.	6th Line.	7th Line
		First							
		Second							
		Third							
		Fourth							

LANTERN TEST.

NOTE.—Without special authority holders of certificates of competency may not be examined in the lantern test.

Large Apertures.		Small Apertures.					
No. Shown on Discs.	Named by Candidate.	No. or Nos. Shown on Discs.	Named by Candidate.	No. or Nos. Shown on Discs.	Named by Candidate.	No. or Nos. Shown on Discs.	Named by Candidate.
Total No. of lights shown:		Total No. of lights shown:					

No. 1122 (Unie).] [26 Julie 1957.

MARINE-AFDELING.

Onderstaande ontwerp-regulasies voorgestel om kragtens die bepalings van subartikel (1) van artikel *driehonderd ses-en-vyftig*, gelees saam met artikel *eenhonderd-en-twaalf* van die Handelskeepvaartwet, 1951 (Wet No. 57 van 1951), uitgevaardig te word, word hierby vir algemene inligting gepubliseer. Persone wat kommentaar wil lewer of aanbevelings wil doen kan hulle aan die Kommissaris van Doeane en Aksyns, Marine-afdeling, Posbus 376, Pretoria, op of voor die 30ste September 1957 deurstuur.

Regulasies waarby—

(*a*) die omvang en afneem van eksamens vir en die uitreiking van bevoegdheidsertifikate as reddingsbootman, bekwame dekhand en volle seeman;
(*b*) die ouderdom en kwalifikasies van kandidate;
(*c*) die gelde betaalbaar; en
(*d*) die vorms en ander dokumente wat betrekking het op dergelike eksamens en sertifikate en die besonderhede wat daarin vervat moet word;

voorgeskryf word.

INHOUD.

HOOFSTUK I.

ALGEMEEN.

1. Opskrif van hierdie regulasies.
2. Woordbetekenis.
3. Erkenning van sertifikate wat in ander Statebondslande toegeken is.
4. Direkteur moet benoembaarheid van kandidate vasstel.
5. Plekke waar eksamens gehou word.
6. Aansoekvorm.
7. Twyfelagtige gevalle, en navrae.
8. Vereiste getuigskrifte.
9. Onvoldoende diens.
10. Afskrifte van verlore sertifikate.
11. Wangedrag van kandidate.

HOOFSTUK II.

GRADE VAN SERTIFIKATE, OUDERDOMSGRENS EN VEREISTE KWALIFIKASIES.

REDDINGSBOOTMAN.

12. Kwalifikasies.
13. Eksamen vir 'n sertifikaat as reddingsbootman.

STUURMAN.

14. Stuursertifikate.

BEKWAME DEKHAND EN VOLLE SEEMAN.

15. Kwalifiserende diens.
16. Berekening van seediens.

BEKWAME DEKHAND.

17. Kwalifikasies.
18. Kwalifiserende eksamen vir 'n sertifikaat as bekwame dekhand of as volle seeman.

VOLLE SEEMAN.

19. Gradering van.
20. Toekenning van 'n sertifikaat as volle seeman sonder dat 'n eksamen afgeneem word.
21. Eksaminering vir en die uitreiking aan gekwalifiseerde persone van sertifikate as volle seeman.
22. Toelating van persone wat nie al die vereiste kwalifikasies besit nie tot die kwalifiserende eksamen vir 'n sertifikaat as volle seeman.

HOOFSTUK III.

23. Slaag of druip in eksamens.
24. Uitreiking van sertifikate.

No. 1122 (Union).] [26 July 1957.

MARINE SECTION.

The following draft regulations proposed to be made under the provisions of sub-section (1) of section *three hundred and fifty-six* read with section *one hundred and twelve* of the Merchant Shipping Act, 1951 (Act No. 57 of 1951), are hereby published for general information. Any person who wishes to make any comments or suggestions may submit them to the Commissioner of Customs and Excise, Marine Section, P.O. Box 376, Pretoria, on or before the 30th September, 1957.

These regulations prescribe—

(*a*) the scope and conduct of examinations for and the granting of certificates of qualification as lifeboatman, efficient deck hand and able seaman;
(*b*) the age and qualifications of candidates;
(*c*) the fees to be paid; and
(*d*) the forms and other documents relating to such examinations and certificates and the particulars to be contained therein.

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HOOFSTUK I.

ALGEMEEN.

OPSKRIF VAN HIERDIE REGULASIES.

1. Hierdie regulasies heet die regulasies betreffende bevoegdheidsertifikate.

WOORDBETEKENIS.

2. In hierdie regulasies, tensy uit die samehang anders blyk, beteken—

„ sertifikaat " 'n bevoegdheidsertifikaat, en dit sluit in 'n bevoegdheidsertifikaat as reddingsbootman, 'n bevoegdheidsertifikaat as bekwame dekhand en 'n bevoegdheidsertifikaat as volle seeman;

„ sertifikaat as reddingstbootman " 'n sertifikaat wat die eienaar daartoe geregtig maak om as 'n reddingsbootman in 'n Suid-Afrikaanse skip diens te doen;

„ sertifikaat as bekwame dekhand " 'n sertifikaat wat die eienaar daartoe geregtig maak om as 'n bekwame dekhand in 'n Suid-Afrikaanse skip diens te doen;

„ sertifikaat as volle seeman " 'n sertifikaat wat die eienaar daartoe geregtig maak om as volle seeman in 'n Suid-Afrikaanse skip diens te doen;

„ eksaminator " die persoon wat kragtens artikel *eenhonderd-en-twaalf* (5) van die Wet as sulks aangestel word;

„ die Wet " die Handelskeepvaartwet, 1951 (Wet No. 57 van 1951);

en enige verwysing na uitdrukkings of woorde wat in die Wet voorkom, moet uitgelê word volgens die betekenis by die Wet daaraan gegee.

[LET WEL.—In artikel *twee* van die Wet verskyn onderstaande woordbepalings:—

„ Direkteur " die Direkteur van Handelskeepvaart wat kragtens artikel *vyf* aangestel is;

„ Minister " die Minister van Finansies;

CHAPTER IV.

SERVICE IN SHIPS OTHER THAN SOUTH AFRICAN SHIPS, AND TRAINING ESTABLISHMENTS.

25. Evidence as to Service in Ships other than South African Ships.
26. Training Establishments.

CHAPTER V.

FEES.

27. When to Pay Fees.
28. Where to Pay Fees.
29. Table of Fees.

CHAPTER VI.

30. Cancellation or Suspension of Certificates and Re-examination of Holders.
Annexure A.—List of Forms Appearing in these Regulations.
Annexure B.—Certificate of Qualification as Lifeboatman.
Annexure C.—Certificate of Qualification as Efficient Deck Hand.
Annexure D.—Certificate of Qualification as Able Seaman.
Annexure E.—Examination for a Certificate of Qualification as Lifeboatman.
Annexure F.—Qualifying Examination for a certificate of Qualification as Efficient Deck Hand or Able Seaman—Syllabus.

CHAPTER I.

GENERAL.

TITLE OF THESE REGULATIONS.

1. These regulations are called the certificates of qualification regulations.

INTERPRETATION.

2. In these regulations, unless the context indicates otherwise—

" certificate " means a certificate of qualification, which includes a certificate of qualification as lifeboatman, a certificate of qualification as efficient deck hand and a certificate of qualification as able seaman;

" certificate as lifeboatman " means a certificate entitling the holder to act as a lifeboatman in a South African ship;

" certificate as efficient deck hand " means a certificate entitling the holder to act as an efficient deck hand in a South African ship;

" certificate as able seaman " means a certificate entitling the holder to act as an able seaman in a South African ship;

" examiner " means the person appointed as such in terms of section *one hundred and twelve* (5) of the Act;

" the Act " means the Merchant Shipping Act, 1951 (Act No. 57 of 1951);

and any reference to phrases or words which occur in the Act, shall be construed as having the meaning therein assigned to them.

[NOTE.—Section *two* of the Act contains the following definitions:—

" Director " means the Director of Merchant Shipping appointed under section *five*;

" Minister " means the Minister of Finance;

*„ bevoegde beampte" die beampte wat deur die Minister aangewys is as die bevoegde beampte by die plek en ten opsigte van die saak waarna verwys word in die bepaling in hierdie Wet waarin die uitdrukking voorkom; of as geen sodanige aanwysing gemaak is nie—

(*a*) by 'n plek in die Unie, die hoofdoeanebeampte; of

(*b*) by 'n plek buite die Unie maar in 'n deel van die Statebond, die persoon aan wie kragtens die wet wat in daardie deel van die Statebond van krag is, die amp toevertrou is of die plig opgelê is waarna verwys word in die bepaling van hierdie Wet waarin die uitdrukking voorkom; of as daar geen sodanige persoon is nie, die persoon wat in paragraaf (*c*) van hierdie omskrywing aangedui word; of

(*c*) by 'n plek buite die Statebond in die volgende volgorde:—

(i) 'n Konsulêre verteenwoordiger van die Unie; of

(ii) 'n diplomatieke verteenwoordiger van die Unie; of

(iii) 'n konsulêre verteenwoordiger van 'n land (behalwe die Unie) wat lid is van die Statebond; of

(iv) 'n diplomatieke verteenwoordiger van 'n land (behalwe die Unie) wat lid is van die Statebond.

*" proper officer" means the officer designated by the Minister to be the proper officer at the place and in respect of the matter to which reference is made in the provision of this Act in which the expression occurs; or if no such designation has been made—

(*a*) at a place in the Union, the chief officer of customs; or

(*b*) at a place outside the Union but within a part of the Commonwealth, the person who, in terms of the law in force in that part of the Commonwealth, is entrusted with the function or burdended with the duty to which reference is made in the provision of this Act in which the expression occurs; or if there be no such person, the person indicated in paragraph (*c*) of this definition; or

(*c*) at a place outside the Commonwealth, in the following order:—

(i) A consular representative of the Union; or

(ii) a diplomatic representative of the Union; or

(iii) a consular representative of a country (other than the Union) which is a member of the Commonwealth; or

(iv) a diplomatic representative of a country (other than the Union) which is a member of the Commonwealth.

* Die voorneme bestaan om die Minister se magtiging te verkry om die volgende beamptes as „ bevoegde beamptes" in die Unie aan te wys:—
Te Kaapstad en Durban: Die Hoofbeampte van die Marine-opnemingskantoor.
Te Port Elizabeth en Oos-Londen: Die Koopvaardymeester.
Te Mosselbaai, Port Nolloth, Luderitz en Walvisbaai: Die Ontvanger van Doeane.]

* It is proposed to seek the Minister's authority to designate the following officers as "proper officers" in the Union:—
At Cape Town and Durban: The Principal Officer of the Marine Survey Office.
At Port Elizabeth and East London: The Shipping Master.
At Mossel Bay, Port Nolloth, Luderitz and Walvis Bay: The Collector of Customs.]

ERKENNING VAN SERTIFIKATE WAT IN ANDER STATEBONDSLANDE TOEGEKEN IS.

3. Daar word geag dat 'n seeman wat in besit is van 'n bekwaamheid- of bevoegdheidsertifikaat wat in 'n ander Statebondsland uitgereik is en wat kragtens artikel *driehonderd vier-en-vyftig* van die Wet erken word as gelykstaande met 'n sertifikaat wat kragtens die Wet toegeken word, in besit is van 'n sertifikaat soos by hierdie regulasies vereis word.

RECOGNITION OF CERTIFICATES GRANTED IN OTHER COMMONWEALTH COUNTRIES.

3. Any seaman who holds a certificate of competency or qualification issued in another Commonwealth country which has been recognised under section *three hundred and fifty-four* of the Act as being equivalent to a certificate granted under the Act, shall be deemed to hold a certificate as required by these regulations.

DIREKTEUR MOET BENOEMBAARHEID VAN KANDIDATE VASSTEL.

4. As daar twyfel ontstaan omtrent die benoembaarheid van 'n kandidaat vir enige sertifikaat of omtrent sy toelating tot enige eksamen in verband met 'n sertifikaat, word die saak, ongeag die bepalings van hierdie regulasies, na die Direkteur verwys, wie se beslissing dienaangaande finaal is.

DIRECTOR TO DETERMINE ELIGIBILITY.

4. If any doubt arises as to the eligibility of any candidate to any certificate or to his admission to any examination in connection with a certificate, the matter shall, notwithstanding the provisions of these regulations, be referred to the Director, whose decision shall be final.

PLEKKE WAAR EKSAMENS GEHOU WORD.

5. Eksamens word gehou op plekke en tye soos deur die Direkteur bepaal.

(LET WEL.—Die Direkteur het besluit dat eksamens te Kaapstad en Durban gehou moet word. Die tye waarop eksamens gehou sal word, kan op aansoek van die bevoegde beampte verkry word. Spesiale reëlings kan van tyt tot tyd getref word vir eksamens wat op ander plekke as Kaapstad en Durban gehou moet word.)

PLACES OF EXAMINATION.

5. Examinations shall be held at places and on days to be determined by the Director.

(NOTE.—The Director has decided that the examinations shall be held at Cape Town and Durban. The days on which examinations will be held may be ascertained on enquiry from the proper officer. Special arrangements may be made from time to time for examinations to be held at places other than Cape Town and Durban.)

AANSOEKVORM.

6. (1) 'n Eksamenkandidaat vir 'n sertifikaat of vir die toekenning aan hom van 'n sertifikaat ooreenkomstig hierdie regulasies moet een van onderstaande vorms wat in Bylae A uiteengesit word, voltooi:—

(*a*) In die geval van 'n aansoek om eksaminering vir 'n sertifikaat as reddingsbootman ... ... M. 33.

(*b*) In die geval van 'n aansoek om eksaminering vir 'n sertifikaat as bekwame dekhand of volle seeman, of om die uitreiking van 'n sertifikaat as volle seeman aan 'n persoon wat reeds in die kwalifiserende eksamen geslaag het ... ... M. 34.

(*c*) In die geval van 'n aansoek om die toekenning van 'n sertifikaat as volle seeman (vergelyk regulasie 20) ... ... M. 35.

FORM OF APPLICATION.

6. (1) A candidate for examination for a certificate or for the grant to him of a certificate under these regulations shall complete one of the following forms set forth in Annexure A:—

(*a*) In the case of an application for examination for a certificate as lifeboatman ... M. 33.

(*b*) In the case of an application for examination for a certificate as efficient deck hand or able seaman, or for the issue of a certificate as Able Seaman to a person who has already passed the qualifying examination ... ... M. 34.

(*c*) In the case of an application for the grant of a certificate as able seaman (see regulation 20) ... ... M. 35.

(2) Die voltooide vorm, tesame met die voorgeskrewe gelde en die applikant se—

(*a*) geboortesertifikaat;

(*b*) verslagboek of ander dokumentêre bewys van seediens; en

(*c*) getuigskrifte (vergelyk regulasie 8);

moet ingedien word by die kantoor van of gepos word aan die bevoegde beampte by die hawe waar die applikant graag die eksamen wil aflê, of as die aansoek nie op 'n eksamen betrekking het nie, die bevoegde beampte by die naaste hawe.

(3) As 'n kandidaat in besit is van 'n geldige sertifikaat as bekwame dekhand, of 'n geldige „slaag"-vorm wat uitgereik is ooreenkomstig die bepalings van regulasie 22, moet hy, alvorens 'n sertifikaat as volle seeman aan hom toegeken word, sodanige sertifikaat of „slaag"-vorm by die bevoegde beampte of eksaminator indien.

[LET WEL:

(i) Applikante moet die nodige aansoekvorms verkry van enige bevoegde beampte wat, indien hy gevra word om dit te doen, die applikante sal help om die vorms te voltooi.

(ii) As 'n applikant nie sy geboortesertifikaat kan voorlê nie, kan ander bevredigende bewys van ouderdom aanvaar word.]

TWYFELAGTIGE GEVALLE, EN NAVRAE.

7. (1) 'n Kandidaat by wie daar twyfel bestaan of hy tot die aflê van 'n eksamen vir 'n sertifikaat in aanmerking kan kom en of hy benoembaar is vir die toekenning aan hom van 'n sertifikaat, kan die toepaslike dokumente soos in regulasie 6 uiteengesit, en behoorlik voltooi, aan die eksaminator of die bevoegde beampte stuur.

(2) Alle verdere navrae moet gerig word aan die eksaminator of die bevoegde beampte aan wie al die relevante dokumente ook voorgelê moet word. Kandidate moet die punt waaroor inligting verlang word, duidelik uiteensit. Aansoeke om inligting uit die buiteland kan gerig word aan die Direkteur van Handelskeepvaart, Pretoria.

VEREISTE GETUIGSKRIFTE.

8. (1) Kandidate vir sertifikate moet bevredigende getuigskrifte voorlê aangaande inbors, asook soberheid, ondervinding, bekwaamheid en algemene goeie gedrag aan boord skip. Indien 'n getuigskrif in verband met die kandidaat se seediens verlang word, moet dit minstens die laaste ses maande van sodanige diens dek.

(2) Getuigskrifte moet onderteken wees deur die eienaar of gesagvoerder van die vaartuig waarin die diens verrig is.

ONVOLDOENDE DIENS.

9. (1) Indien daar bevind word dat 'n kandidaat, nadat hy in 'n eksamen geslaag het, onvoldoende diens het vir die toekenning aan hom van 'n sertifikaat van die graad waarin hy geslaag het, word die sertifikaat waarop hy geregtig is, behoudens die bepaling van hierdie regulasie, nie aan hom toegeken nie.

(2) Indien die Direkteur oortuig is dat die fout in die berekening van die kandidaat se dienstyd nie weens die skuld of opsetlike wanvoorstelling van die kandidaat ontstaan het nie, word die sertifikaat agterweë gehou hangende die voorlegging van bevredigende bewys dat die vereiste diens volledig voltooi is, waarop die sertifikaat, behoudens die bepalings van hierdie regulasies, aan hom uitgereik word.

(3) Indien die Direkteur oortuig is dat die fout opsetlik gemaak is, word die sertifikaat agterweë gehou totdat die kandidaat die vereiste kwalifiserende diens volledig voltooi het en sodanige verdere dienstyd voltooi het as wat die Direkteur mag bepaal, en die toepaslike gelde weer betaal het en opnuut in die eksamen geslaag het.

(4) Addisionele diens wat deur 'n kandidaat ooreenkomstig paragraaf (3) verrig word, kom nie as kwalifiserende diens vir enige ander sertifikaat in aanmerking nie.

AFSKRIFTE VAN VERLORE SERTIFIKATE.

10. 'n Applikant vir 'n gewaarmerkte afskrif van 'n verlore sertifikaat as reddingsbootman, bekwame dekhand of volle seeman moet vorm M. 3 wat in Bylae A uiteen-

(2) The completed form together with the prescribed fee and accompanied by the applicant's—

(*a*) birth certificate;

(*b*) record book or other documentary proof of sea service; and

(*c*) testimonials (see regulation 8);

shall be handed in at the office of, or posted to the proper officer at the port at which the applicant wishes to be examined or if the application does not relate to an examination, the proper officer at the nearest port.

(3) If a candidate is in possession of a valid certificate as efficient deck hand, or a valid pass issued in accordance with the provisions of regulation 22, he shall hand in such certificate or pass to the proper officer or examiner before being granted a certificate as able seaman.

[NOTES:

(i) Applicants should obtain the necessary application forms from any proper officer, who will, if required to do so, assist them in the completion thereof.

(ii) Where an applicant is unable to produce his birth certificate, other satisfactory proof of age may be accepted.]

DOUBTFUL CASES AND ENQUIRIES.

7. (1) A candidate who has any doubt whether he is eligible to undergo the examination for a certificate or whether he is eligible for the grant to him of a certificate may forward the appropriate documents enumerated in regulation 6 duly completed to the examiner or the proper officer.

(2) All other enquiries should be addressed to the examiner or the proper officer to whom also the relative documents should be submitted. Candidates should clearly state the point on which information is sought. Enquiries from abroad may be addressed to the Director of Merchant Shipping, Pretoria.

TESTIMONIALS REQUIRED.

8. (1) A candidate for a certificate shall produce satisfactory testimonials as to character including sobriety, experience, ability and general good conduct on board ship, and if a testimonial covering sea service is required it shall cover at least the last six months of such service.

(2) Testimonials shall be signed by the owner or master of the vessel in which the service was performed.

SERVICE FOUND TO BE INSUFFICIENT.

9. (1) If after a candidate has passed an examination it is discovered that his service is insufficient to entitle him to receive a certificate of the grade for which he has passed, the certificate shall, subject to the provision of this regulation, not be granted to him.

(2) If the Director is satisfied that the error in the calculation of the candidate's service did not occur through the fault or wilful misrepresentation of the candidate, the certificate shall be withheld pending the production of satisfactory proof that the necessary service has been completed in full, upon which the certificate shall, subject to the provisions of these regulations, be issued to him.

(3) If the Director is satisfied that the error was deliberately made, the certificate shall be withheld until the candidate has completed the necessary qualifying service in full, and has performed such further period of service as may be decided by the Director, has again paid the appropriate fee and has again passed the examination.

(4) Any additional service performed by a candidate in terms of paragraph (3) shall not count as qualifying service for any other certificate.

COPIES OF LOST CERTIFICATES.

10. An applicant for a certified copy of a lost Certificate as Lifeboatman, Efficient Deck Hand or Able Seaman shall complete the form M. 3 set forth in Annexure A, giving the necessary particulars, and shall hand it to the

gesit word, voltooi, met vermelding van alle besonderhede, en moet dit by die bevoegde beampte indien en terselfdertyd 5s. betaal. 'n Verklaring aangaande die omstandighede waaronder die sertifikaat verlore geraak het, moet gedoen word voor die bevoegde beampte, wat die aansoekvorm aan die Direkteur moet deurstuur.

As die applikant kan bewys dat die sertifikaat weens skipbreuk of brand aan boord verlore geraak het, is geen gelde betaalbaar nie.

WANGEDRAG VAN KANDIDATE.

11. (1) In die geval van 'n kandidaat wat—

(*a*) na ondertekening van die ooreenkoms met die bemanning versuim het om by sy vaartuig aan te sluit; of

(*b*) van sy vaartuig gedros het nadat hy aangesluit het; of

(*c*) deur 'n geregshof skuldig bevind is aan 'n misdryf waarvoor hy gevonnis is tot tronkstraf sonder die keuse van 'n boete of wat, na die mening van die eksaminator, van 'n ernstige aard is; of

(*d*) skuldig bevind is aan 'n misdryf ten opsigte waarvan 'n inskrywing in die amptelike skeepsjoernaal gemaak is kragtens paragraaf (*b*) van artikel *eenhonderd drie-en-tagtig* van die Wet en wat, na die mening van die eksaminator, van 'n ernstige aard is,

moet die getuigskrifte wat ooreenkomstig regulasie 8 vereis word die tydperk van twee jaar volgende op sodanige wangedrag dek: Met dien verstande dat, op aansoek van die kandidaat, die Direkteur, nadat hy die saak ondersoek het, die tydperk na eie goeddunke kan verminder.

(2) Indien 'n kandidaat—

(*a*) voor of gedurende 'n eksamen; of

(*b*) andersins vir die doel om 'n bevoegdheidsertifikaat te verkry,

aan 'n eksaminator of enige ander persoon wat kragtens die Wet in diens is, geld of ander omkoopmiddel aangebied het met die doel om hom enigerwyse in verband met daardie eksaminering te beïnvloed of om daardie sertifikaat te verkry, stel die Direkteur ondersoek in en as hy oortuig is dat die kandidaat met dié doel so 'n aanbod gemaak het, kan hy—

(*a*) weier dat die kandidaat geëksamineer word, of as daar reeds met die eksamen 'n aanvang gemaak is, kan hy die eksaminator gelas om die eksamen te staak, of as dit reeds voltooi is, kan hy die uitslag daarvan kanselleer en gelas dat die gelde wat deur die kandidaat betaal is, verbeurd verklaar word en weier dat die kandidaat weer in die Unie tot die aflê van enige toekomstige eksamen toegelaat mag word; of

(*b*) die toekenning van 'n sertifikaat weier en gelas dat die gelde wat deur die kandidaat vir so 'n sertifikaat betaal is verbeurd verklaar word en magtiging vir die toekening van so 'n sertifikaat weier,

gedurende 'n tydperk van hoogstens twaalf maande, gereken vanaf die datum waarop so 'n aanbod gemaak is.

HOOFSTUK II.

GRADE VAN SERTIFIKATE, OUDERDOMSGRENS EN VEREISTE KWALIFIKASIES.

REDDINGSBOOTMAN.

Kwalifikasies.

12. (1) 'n Kandidaat moet minstens agtien jaar oud wees en die volgende diens ter see verrig het:—

(*a*) vir minstens ses maande in die geval van betaalmeesters, radio-operateurs, ingenieurs, sjirurge en ander offisiersrange; of

(*b*) vir minstens twaalf maande in die geval van dekrange, stokers, kelners en alle ander persone;

en moet aan geen liggamlike of ander gebrek ly wat hom ongeskik sal maak om die pligte van 'n reddingsbootman uit te voer nie.

proper officer, paying at the same time a fee of 5s. A declaration as to the circumstances in which the certificate was lost shall be made by the applicant before the proper officer, who shall transmit the form of application to the Director.

No fee is chargeable if the applicant shows that the certificate was lost through shipwreck or fire on board ship.

MISCONDUCT BY CANDIDATES.

11. (1) In the case of a candidate who—

(*a*) after having signed the agreement with the crew has neglected to join his ship; or

(*b*) after having joined has deserted his ship; or

(*c*) has been convicted by a legal tribunal of an offence for which he has been sentenced to imprisonment without the option of a fine or which the examiner considers to be of a serious nature; or

(*d*) has been found guilty of an offence in respect of which an entry has been made in the official logbook in terms of paragraph (*b*) of section *one hundred and eighty-three* of the Act and which the examiner considers to be of a serious nature,

the testimonials required in terms of regulation 8 shall cover the period of two years subsequent to such misconduct: Provided that upon the application of the candidate the Director, after having investigated the matter, may in his discretion reduce the period.

(2) If a candidate—

(*a*) prior to or during the course of an examinaiton; or

(*b*) otherwise for the purposes of obtaining a certificate of qualification,

offers any sum of money or other inducement whatsoever to any examiner or any other person employed under the Act, for the purpose of influencing him in any manner in relation to that examination or to obtaining that certificate the Director shall enquire into the matter and if he is satisfied that the candidate has made such an offer for the said purpose, he may—

(*a*) refuse to permit the candidate to be examined, or if the examination has already commenced may direct the examiner not to continue with the examination, or if the examination has already been completed may cancel the result thereof, and may order the forfeiture of any fee paid by the candidate and may refuse to allow him to present himself at any future examination in the Union; or

(*b*) refuse the granting of a certificate and may order the forfeiture of any fee paid by the candidate for such a certificate and may refuse to authorise the granting of such a certificate,

for a period not exceeding twelve months from the date of the making of such offer.

CHAPTER II.

GRADES OF CERTIFICATES, AGE LIMITS AND QUALIFICATIONS REQUIRED.

LIFEBOATMAN.

Qualifications.

12. (1) A candidate shall not be less than eighteen years of age and shall have served at sea—

(*a*) for not less than six months in the case of pursers, wireless operators, engineers, surgeons and other officer ratings; or

(*b*) for not less than twelve months in the case of deck ratings, firemen, stewards and all other persons;

and shall be free from any physical or other disability which would render him unfit to perform the duties of a lifeboatman.

Eksamen vir 'n sertifikaat as reddingsbootman.

13. Die kandidaat moet die eksaminator oortuig dat hy—

(*a*) bevele met betrekking tot die tewaterlating en bestuur van 'n reddingsboot en die hantering van die boot onder seil begryp en hulle kan uitvoer;

(*b*) die algemene beginsels met betrekking tot die hantering van 'n reddingsboot in 'n stroombed en in onweer en met betrekking tot die landing op alle soorte strande of in branders, begryp; en

(*c*) bekend is met 'n reddingsboot en sy toerusting en die aansit en bestuur van 'n reddingsboot met 'n perdekragmasjien.

(LET WEL.—Die prosedure wat gevolg moet word en die wyse waarop die eksamen gehou sal word, word in Bylae E uiteengesit.)

STUURMAN.

Stuursertifikate.

14. (1) 'n Kandidaat wat 'n eksamen wil aflê vir 'n sertifikaat as bekwame dekhand of as volle seeman moet deur middel van stuursertifikate bewys dat hy, benewens tydperke van onderrig, vir tydperke wat altesaam minstens tien uur beloop sy beurt geneem het by die stuurwiel van 'n skip van eenhonderd bruto-tonnemaat of meer, behalwe 'n vissersboot, robbevaarder of walvisvaarder met landbasis, en in daardie tydperke werklik die stuurwerk van die skip waargeneem het.

(2) Die gesagvoerder van elke skip waarop 'n seeman beurte by die stuurwiel neem, reik op versoek van die seeman aan hom 'n stuursertifikaat uit in die vorm M. 36 wat in Bylae A uiteengesit word, en dui daarin die tyd aan wat die seeman aan hierdie plig bestee het.

(LET WEL.—Gesagvoerders kan voorrade van die stuursertifikate van 'n bevoegde beampte by enige Uniehawe verkry, en hulle moet sorg dra dat voorrade van die sertifikate aan boord van hul skepe gehou word vir uitreiking aan seemanne wat mag verlang om so 'n sertifikaat te bekom.)

BEKWAME DEKHAND EN VOLLE SEEMAN.

Kwalifiserende diens.

15. Behoudens die bepalings van regulasies 16 en 17, 21 en 22, beteken kwalifiserende diens diens wat werklik ter see verrig word met 'n dekrang op skepe van vyftien bruto-tonnemaat of meer, met inbegrip van diens in skepe van die Suid-Afrikaanse Vloot wat ter see vaar: Met dien verstande dat—

(*a*) diens wat verrig word op skepe van tussen vyftien bruto-tonnemaat en eenhonderd bruto-tonnemaat teen die helfte van die dienstydperk bereken word; en

(*b*) diens wat verrig word op skepe van meer as eenhonderd bruto-tonnemaat vir die volle tydperk tel.

Berekening van seediens.

16. (1) Alle tydperke van kwalifiserende diens word bereken vanaf die aanvang tot die beëindiging van 'n reis, maar in die geval van diens wat ingevolge 'n ooreenkoms met die bemanning of ander dienskontrak gelewer word, word die volle dienstyd wat deur die ooreenkoms of ander kontrak gedek word, as kwalifiserende diens aanvaar, mits vier-vyfdes daarvan ter see verrig is. Indien daar nie aan die vereiste van vier-vyfdes voldoen word nie, moet die tekort aangevul word deur addisionele diens ter see te verrig.

(2) Die bewyslas van bevredigende seediens rus op die kandidaat.

BEKWAME DEKHAND.

Kwalifikasies.

17. Ten einde vir eksaminering vir 'n sertifikaat as bekwame dekhand te kwalifiseer, moet 'n kandidaat—

(*a*) minstens agtien jaar oud wees;

(*b*) bevredigende bewys lewer dat hy twaalf maande lank kwalifiserende diens verrig het, waarvan minstens drie maande moes geskied het in skepe (uitgesonderd vissersbote, robbevaarders of walvisvaarders met landbasis) van eenhonderd bruto-tonnemaat of meer; en

(*c*) stuursertifikate voorlê vir 'n minimum tydperk van tien uur ooreenkomstig die bepalings van regulasie 14.

Examination for a Certificate as Lifeboatman.

13. The candidate shall satisfy the examiner that he—

(*a*) understands and is able to carry out orders relating to lifeboat launching and operation and the management of a boat under sail;

(*b*) understands the general principles of boat management in a tideway and in bad weather, and in landing on all kinds of beaches or in a surf; and

(*c*) is familiar with a lifeboat and its equipment and the starting and running of the engine of a powered boat.

(NOTE.—The procedure to be followed and the manner in which the examination will be conducted are set out in Annexure E.)

STEERSMAN.

Steering Certificates.

14. (1) A candidate who wishes to be examined for a certificate as Efficient Deck Hand or as Able Seaman is required to prove by means of steering certificates that he has, apart from periods of instruction, spent periods amounting to a total of at least ten hours in taking turns at the wheel in steering a ship of one hundred gross tons or more other than a fishing, sealing or shore-based whaling boat.

(2) the master of each ship in which turns at the wheel are taken shall, upon request by the seaman, issue to him a steering certificate in the form, M. 36, set forth in Annexure A, indicating the time spent on this duty.

(NOTE.—Masters may obtain supplies of the steering certificate from a proper officer at any port in the Union, and they should ensure that stocks are held on board ship for issue to seamen who may wish to obtain such certificates.)

EFFICIENT DECK HAND AND ABLE SEAMAN.

Qualifying Service.

15. Subject to regulations 16 and 17, 21 and 22, qualifying service means actual service at sea in a deck rating on ships of fifteen gross tons or more, including service in sea-going ships of the South African Navy: Provided that—

(*a*) service performed on ships of between fifteen gross tons and one hundred gross tons shall count at half rate; and

(*b*) service performed on ships of more than one hundred gross tons shall count at full rate.

Calculation of Sea Service.

16. (1) All periods of qualifying service shall be calculated from the commencement to the termination of a voyage, but in the case of service under an agreement with the crew or other contract of service, the whole period covered by the agreement or other contract shall be accepted as qualifying, provided four-fifths thereof have been spent at sea. Where the four-fifths requirement is not met the deficiency shall be made up by additional service at sea.

(2) The onus of producing acceptable proof of sea service shall rest upon the candidate.

EFFICIENT DECK HAND.

Qualifications.

17. To qualify for examination for a certificate as Efficient Deck Hand a candidate shall—

(*a*) be not less than eighteen years of age;

(*b*) produce satisfactory evidence of twelve months' qualifying service of which at least three months shall be in ships (other than fishing, sealing or shore-based whaling boats) of one hundred gross tons or more; and

(*c*) produce steering certificates for a minimum period of ten hours in accordance with the provisions of regulation 14.

KWALIFISERENDE EKSAMEN VIR 'N SERTIFIKAAT AS BEKWAME DEKHAND, OF AS VOLLE SEEMAN.

18. (1) 'n Kandidaat word geëksamineer in (*a*) skeepvaartkennis, (*b*) praktiese werk, en (c) bootwerk.

(2) Van 'n kandidaat word nie verlang dat hy skriftelike antwoorde moet gee nie, aangesien die eksamen slegs mondeling en prakties is.

(LET WEL.—Die sillabus vir die eksamen word in Bylae F uiteengesit.)

VOLLE SEEMAN.

Gradering van.

19. Kragtens die bepalings van sub-artikel (1) van artikel *eenhonderd-en-twaalf* van die Wet word geen seeman op 'n Suid-Afrikaanse skip na..... gegradeer as volle seeman of as sulks ingeskryf in die ooreenkoms met die bemanning nie, tensy hy bevredigende bewyse lewer dat hy in besit is van 'n sertifikaat as volle seeman wat ooreenkomstig hierdie regulasies aan hom toegeken is, of van 'n sertifikaat wat as gelykstaande daarmee geag word.

TOEKENNING VAN 'N SERTIFIKAAT AS VOLLE SEEMAN SONDER DAT 'N EKSAMEN AFGENEEM WORD.

20. (1) 'n Seeman wat deur middel van 'n ontslagsertifikaat of ander aanvaarbare dokument bewys kan lewer dat hy op of voor die dag waarop hierdie regulasies van krag word as volle seeman of in 'n gelykstaande of hoër dekrang in 'n Suid-Afrikaanse skip diens gedoen het, is geregtig op 'n sertifikaat as volle seeman sonder om in 'n eksamen te slaag, en 'n dergelike sertifikaat sal aan hom toegeken word.

(2) Diens wat op of voor die dag waarop hierdie regulasies van krag word, gelewer is in die hoedanigheid van gediplomeerde bekwame dekhand of as kwartiermeester, bootsman, bootsmanmaat, dekstooorman, vierdejaar-leerling en ongediplomeerde dekoffisier word vir die doel van hierdie regulasie beskou as diens in 'n gelykstaande of hoër dekrang.

EKSAMINERING VIR EN DIE UITREIKING AAN GEKWALIFISEERDE PERSONE VAN SERTIFIKATE AS VOLLE SEEMAN.

21. (1) Behoudens die bepalings van paragraaf (3), kan enige seeman wat—

(*a*) die ouderdom van agtien jaar bereik het;
(*b*) ses-en-dertig maande van kwalifiserende diens verrig het, waarvan minstens nege maande bestee was in skepe (uitgesonderd vissersbote, robbevaarders of walvisvaarders met landbasis) van 100 brutotonnemaat of meer;
(*c*) stuursertifikate vir 'n minimum tydperk van tien uur ooreenkomstig die bepalings van regulasie 14 voorlê; en
(*d*) in besit is van 'n geldige sertifikaat as reddingsbootman,

geëksamineer word vir 'n sertifikaat as volle seeman.

(2) Behoudens die bepalings van paragraaf (3), kan aan enige seeman wat—

(*a*) die ouderdom van agtien jaar bereik het;
(*b*) ses-en-dertig maande van kwalifiserende diens verrig het, waarvan minstens nege maande bestee was in skepe (uitgesonderd vissersbote, robbevaarders of walvisvaarders met landsbasis) van 100 brutotonnemaat of meer.
(*c*) in besit is van 'n geldige sertifikaat as bekwame dekhand of 'n geldige „slaag"-vorm uitgereik ooreenkomstig die bepalings van regulasie 22; en
(*d*) in besit is van 'n geldige sertifikaat as reddingsbootman,

'n sertifikaat as volle seeman sonder verdere eksaminering uitgereik word.

(3) Die tydperk van ses-en-dertig maande kwalifiserende diens wat ooreenkomstig paragrawe (1) en (2) vereis word, is onderworpe aan 'n korting ten opsigte van enige dienstydperk aan 'n opleidingsinrigting wat die Direkteur mag bepaal as kwalifiserende diens ooreenkomstig die bepalings van paragraaf (b) van regulasie 26, maar die maksimum korting is ses maande.

(4) 'n Sertifikaat as volle seeman word toegeken ooreenkomstig die bepalings van paragraaf (3) van regulasie 24.

QUALIFYING EXAMINATION FOR A CERTIFICATE AS EFFICIENT DECK HAND, OR AS ABLE SEAMAN.

18. (1) A candidate shall be examined in (*a*) nautical knowledge, (*b*) practical work, and (*c*) boat work.

(2) A candidate shall not be required to give written answers, as the examination is oral and practical only.

(NOTE.—The syllabus of the examination is set out in Annexure F.)

ABLE SEAMAN.

Rating of.

19. In accordance with the provisions of sub-section (1) of section *one hundred and twelve* of the Act, after the .....no seaman on a South African ship shall be rated as Able Seaman or entered as such in the agreement with the crew unless he produces satisfactory evidence that he is the holder of a certificate as Able Seaman granted in accordance with these regulations, or a certificate which is deemed to be equivalent thereto.

GRANTING OF A CERTIFICATE AS ABLE SEAMAN WITHOUT EXAMINATION.

20. (1) Any seaman who is able to prove by means of a certificate of discharge or other acceptable document that on or before the day on which these regulations come into force he was serving as Able Seaman or in an equivalent or superior deck rating in a South African ship, shall be entitled to a certificate as Able Seaman without having to pass an examination and shall be granted such a certificate.

(2) Service on or before the day on which these regulations come into force as certificated Efficient Deck Hand or as Quartermaster, Bosun, Bosun's Mate, Deck Store Keeper, Fourth Year Apprentice and uncertificated Deck Officer shall be regarded as service in an equivalent or superior deck rating for the purposes of this regulation.

EXAMINATION FOR AND THE ISSUE TO QUALIFIED PERSONS OF CERTIFICATES AB ABLE SEAMEN.

21. (1) Subject to the provisions of paragraph (3), any seaman who—

(*a*) has attained the age of eighteen years;
(*b*) has performed thirty-six months of qualifying service of which at least nine months shall have been spent in ships (other than fishing, sealing or shore-based whaling boats) of 100 gross tons or more;
(*c*) produces steering certificates for a minimum period of ten hours in accordance with the provisions of regulation 14; and
(*d*) is in possession of a valid certificate as Lifeboatman,

may be examined for a certificate as Able Seaman.

(2) Subject to the provisions of paragraph (3), any seaman who—

(*a*) has attained the age of eighteen years;
(*b*) has performed thirty-six months of qualifying service of which at least nine months shall have been spent in ships (other than fishing, sealing or shore-based whaling boats) of 100 gross tons or more;
(*c*) is in possession of a valid certificate as Efficient Deck Hand or a valid pass issued in accordance with the provisions of regulation 22; and
(*d*) is in possession of a valid certificate as Lifeboatman,

may be issued with a certificate as Able Seaman without further examination.

(3) The period of thirty-six months qualifying service required in terms of paragraphs (1) and (2) shall be subject to a remission in respect of any period served at a training establishment which the Director may determine as qualifying in accordance with the provisions of paragraph (*b*) of regulation 26, subject to a maximum remission of six months.

(4) A certificate as Able Seaman shall be granted in accordance with the provisions of paragraph (3) of regulation 24.

Toelating van persone wat nie al die vereiste kwalifikasies besit nie tot die kwalifiserende eksamen vir 'n sertifikaat as volle seeman.

22. 'n Seeman wat aan die bepalings van regulasie 17 kan voldoen maar wat nie bewys kan lewer van die kwalifiserende diens wat ooreenkomstig subparagraaf (*b*) van paragraaf (1) van regulasie 21 vereis word nie, kan, ondanks die bepalings van daardie paragraaf, toegelaat word tot die kwalifiserende eksamen vir 'n sertifikaat as volle seeman, en indien hy daarin slaag, word 'n „slaag"-vorm ooreenkomstig die bepalings van paragraaf (4) van regulasie 24 aan hom uitgereik of, indien hy dit verlang, word 'n sertifikaat as bekwame dekhand ooreenkomstig die bepalings van paragraf (2) van regulasie 24 aan hom uitgereik.

(LET WEL.—Ofskoon dit nie 'n vereiste is dat 'n kandidaat in besit moet wees van 'n sertifikaat as reddingsbootman ten einde tot die eksamen waarvan in regulasie 22 melding gemaak word, toegelaat te word nie, word seemanne nogtans aangemoedig om so 'n sertifikaat te bekom voordat hulle aansoek doen om die eksamen af te lê, aangesien die eksaminator besit van so 'n sertifikaat in aanmerking sal neem.)

HOOFSTUK III.

SLAAG OF DRUIP IN EKSAMENS.

23. (1) Die eksaminator mag geen kandidaat in 'n eksamen laat slaag nie tensy hy uit die antwoorde van die kandidaat oortuig is dat die kandidaat die nodige teoretiese en praktiese kennis besit om hom in staat te stel om die pligte verbonde aan die rang in 'n vaartuig te verrig wat die sertifikaat waarvoor hy geëksamineer word hom die reg sou gee om te beklee.

(2) Aan 'n kandidaat wat druip in die eksamen vir 'n sertifikaat as reddingsbootman, bekwame dekhand of volle seeman word 'n vorm M. 37 wat in Bylae A uiteengesit word, uitgereik.

UITREIKING VAN SERTIFIKATE.

24. (1) Aan 'n kandidaat wat slaag in die eksamen vir 'n sertifikaat as reddingsbootman word 'n sertifikaat as reddingsbootman in die vorm van Bylae B uitgereik.

(2) Behoudens die bepalings van paragraaf (4), word daar aan 'n kandidaat wat slaag in die eksamen vir 'n sertifikaat as bekame dekhand 'n sertifikaat as bekwame dekhand in die vorm van Bylae C uitgereik.

(3) 'n Kandidaat wat ooreenkomstig regulasie 20 of regulasie 21 vir 'n sertifikaat as volle seeman kwalifiseer, ontvang van die eksaminator 'n vorm M. 6, soos uiteengesit in Bylae A, behoorlik voltooi, waarin die persoon aan wie dit gerig is, gemagtig word om die sertifikaat aan die kandidaat af te lewer. 'n Sertifikaat as volle seeman is in die vorm van Bylae D.

(4) 'n Kandidaat wat in die eksamen vir 'n sertifikaat as bekwame dekhand slaag en wat nie 'n sertifikaat as bekwame dekhand verlang nie, ontvang van die eksaminator 'n „slaag"-vorm in die vorm M. 38 wat in Bylae A uiteengesit is.

(5) (*a*) 'n Sertifikaat as reddingsbootman en 'n sertifikaat as bekwame dekhand word toegeken deur die eksaminator wat die eksamen afgeneem het.

(*b*) 'n Sertifikaat as volle seeman word deur die Direkteur toegeken.

HOOFSTUK IV.

DIENS IN SKEPE UITGESONDERD SUID-AFRIKAANSE SKEPE, EN OPLEIDINGSINRIGTINGS.

BEWYS VAN DIENS IN SKEPE UITGESONDERD SUID-AFRIKAANSE SKEPE.

25. (1) As 'n kandidaat aanspraak maak op seediens wat verrig was in skepe wat nie in die Unie geregistreer is nie en sodanige diens nie deur die Direkteur bevestig kan word nie, word die diens bekragtig deur 'n amptelike magtiging van die land aan wie die skip waarop die kandidaat diens verrig het, behoort.

Admission to the Qualifying Examination for a Certificate as Able Seaman of Persons who do not Hold all the Required Qualifications.

22. A seaman who is able to comply with the provisions of regulation 17 but who is unable to produce evidence of the qualifying service required in terms of subparagraph (*b*) of paragraph (1) of regulation 21 may, notwithstanding the provisions of that paragraph, be admitted to the qualifying examination for a certificate as Able Seaman and if successful therein shall be issued with a a pass in accordance with the provisions of paragraph (4) of regulation 24 or, if he wishes, be issued with a certificate as Efficient Deck Hand in accordance with the provisions of paragraph (2) of regulation 24.

(NOTE.—Although the possession of a certificate as Lifeboatman is not a requirement for admission to the examination mentioned in regulation 22, seamen are nevertheless urged to obtain such a certificate before applying to take the examination, as its possession will be taken into account by the examiner.)

CHAPTER III.

SUCCESS OR FAILURE IN EXAMINATION.

23. (1) A candidate shall not be passed by the examiner unless the examiner is satisfied from the candidate's answers that he has the theoretical and practical knowledge necessary to enable him to perform the duties of the position in the ship which the certificate for which he is being examined would entitle him to occupy.

(2) A candidate who fails in the examination for a certificate as Lifeboatman, Efficient Deck Hand or Able Seaman shall be issued with a form M. 37 set forth in Annexure A.

ISSUE OF CERTIFICATES.

24. (1) A candidate who passes the examination for a certificate as Lifeboatman shall be issued with a certificate as Lifeboatman in the form of Annexure B.

(2) Subject to paragraph (4), a candidate who passes the examination for a certificate as Efficient Deck Hand shall be issued with a certificate as Efficient Deck Hand in the form of Annexure C.

(3) A candidate who qualifies under regulation 20 or regulation 21 for a certificate as Able Seaman shall receive from the examiner a form M. 6 set forth in Annexure A, duly completed, authorising the person to whom it is addressed to deliver the certificate to him. A certificate as Able Seaman shall be in the form of Annexure D.

(4) A candidate who passes the examination for a certificate as Efficient Deck Hand and who does not desire a certificate as Efficient Deck Hand shall receive from the examiner a pass in the form M. 38 set forth in Annexure A.

(5) (*a*) A certificate as Lifeboatman and a certificate as Efficient Deck Hand shall be granted by the examiner who conducted the examination.

(*b*) A certificate as Able Seaman shall be granted by the Director.

CHAPTER IV.

SERVICE IN SHIPS OTHER THAN SOUTH AFRICAN SHIPS, AND TRAINING ESTABLISHMENTS.

EVIDENCE AS TO SERVICE IN SHIPS OTHER THAN SOUTH AFRICAN SHIPS.

25. (1) Where a candidate claims sea service in ships not registered in the Union and such service cannot be verified by the Director, the service shall be confirmed by an official authority of the country to which the ship in which the candidate served belonged.

(2) Indien die afdoendheid van die bewyse wat gelewer word enigsins twyfelagtig voorkom, word alle dokumente vir 'n beslissing na die Direkteur verwys.

OPLEIDINGSINRIGTINGS.

26. Diens wat by 'n opleidingsinrigting na die bereiking van die ouderdom van veertien jaar verrig is, hetsy op land of nie, en deur die Direkteur goedgekeur is, word in aanmerking geneem by die berekening van die tydperk wat vir kwalifiserende seediens vir 'n sertifikaat as volle seeman nodig is [vergelyk regulasie 21 (3)]: Met dien verstande dat—

(*a*) die kandidaat 'n bevredigende sertifikaat van sy prinsipaal of ander verantwoordelike persoon van die inrigting voorlê met die strekking dat hy die opleidingskursus aan die inrigting voltooi het en waarin getuig word van sy goeie gedrag en bekwaamheid tot op die datum waarop hy die inrigting verlaat het;

(*b*) die Direkteur ten opsigte van elke inrigting wat deur hom goedgekeur is, moet vasstel watter gedeelte van die tyd wat by daardie inrigting bestee is, as kwalifiserende diens moet tel.

[LET WEL:

(1) Die Direkteur het onderstaande opleidingsinrigting en die gedeelte van die tyd wat daar bestee is wat as kwalifiserende diens sal tel, goedgekeur:—

Opleidingsinrigting.	*Gedeelte van tyd wat as kwalifiserende diens getel word.*
S.A. Seevaartkollege „Generaal Botha".	Een maand vir elke vier weke se opleiding tot 'n maksimum van ses maande.

(2) Die Direkteur sal by aansoek die erkenning van ander opleidingsinrigtings oorweeg, mits hy oortuig is dat die opleiding waarvoor daar voorsiening gemaak word dit regverdig dat die tyd wat daar bestee is vir kwalifiserende seediens in aanmerking geneem kan word, en hy sal besondere oorweging skenk aan die erkenning van opleidingsinrigtings wat deur die Ministerie van Vervoer en Burgerlike Lugvaart van die Verenigde Koninkryk erken word.]

HOOFSTUK V.

GELDE.

WANNEER BETAALBAAR.

27. 'n Kandidat vir 'n sertifikaat moet die gelde betaal voordat die sertifikaat aan hom uitgereik word.

WAAR BETAALBAAR.

28. Die gelde vir 'n sertifikaat moet betaal word aan die naaste bevoegde beampte, wat 'n kwitansie moet uitreik met vermelding van—

(*a*) die naam van die kandidaat;
(*b*) die bedrag wat betaal is; en
(*c*) die graad van die sertifikaat.

TABEL VAN GELDE.

29. (1) Ondervermelde gelde moet betaal word:—

(*a*) Vir 'n eksamen ooreenkomstig regulasie 13	een sjieling.
(*b*) Vir 'n eksamen ooreenkomstig regulasie 18	een sjieling.
(*c*) Vir 'n sertifikaat ooreenkomstig regulasie 20	een sjieling.
(*d*) Vir 'n eksamen ooreenkomstig regulasie 21 (1)	een sjieling.
(*e*) Vir 'n eksamen ooreenkomstig regulasie 22	een sjieling.

(2) Geen gelde is betaalbaar vir 'n hereksamen ooreenkomstig regulasie 30 (2) of vir 'n sertifikaat wat ooreenkomstig regulasie 21 (2) toegeken word nie.

(3) Geen gelde is betaalbaar vir die uitreiking van 'n stuursertifikaat ooreenkomstig regulasie 14 nie.

(2) If the sufficiency of the proofs given appears to be at all doubtful, all papers shal be referred to the Director for decision.

TRAINING ESTABLISHMENTS.

26. Time served after the attainment of the age of fourteen years at a training establishment, whether on shore or not, which has been approved by the Director, shall count towards the period of qualifying sea service required for a certificate as able seaman [see regulation 21 (3)]: Provided that—

(*a*) the candidate produces a satisfactory certificate from the principal or other person in charge of the establishment to the effect that the candidate has completed the course of training provided by the establishment and testifying to his good conduct and proficiency up to the time of his leaving the establishment;

(*b*) the Director shall determine in respect of each establishment approved by him what proportion of the time spent at that establishment shall count as qualifying service.

[NOTE:

(1) The Director has approved the following training establishment and the proportion of the time spent thereat which shall count as qualifying service:—

Training Establishment.	*Proportion of Time Counted as Qualifying.*
S.A. Nautical College "General Botha".	One month for every 4 weeks training up to a maximum of six months.

(2) The Director will, on application, consider the recognition of other training establishments, provided he is satisfied that the training provided justifies the time spent there being allowed to count towards qualifying service, and will give special consideration to the recognition of training establishments recognised by the Ministry of Transport and Civil Aviation of the United Kingdom.]

CHAPTER V.

FEES.

WHEN TO PAY FEES.

27. A candidate for a certificate shall pay the fee before the certificate is issued to him.

WHERE TO PAY FEES.

28. The fee for a certificate shall be paid to the nearest proper officer, who shall issue a receipt, stating—

(*a*) the name of the candidate;
(*b*) the amount paid; and
(*c*) the grade of the certificate.

TABLE OF FEES.

29. (1) The fees payable shall be as follows:—

(*a*) For an examination under regulation 13	one shilling.
(*b*) For an examination under regulation 18	one shilling.
(*c*) For a certificate under regulation 20	one shilling.
(*d*) For an examination under regulation 21 (1)	one shilling.
(*e*) For an examination under regulation 22	one shilling.

(2) No fee shall be charged for a re-examination under regulation 30 (2) or for a certificate granted under regulation 21 (2).

(3) No fee shall be charged for the issue of a steering certificate under regulation 14.

HOOFSTUK VI.

KANSELLERING OF SKORSING VAN SERTIFIKATE EN HEREKSAMINERING VAN DIE HOUERS VAN DIE SERTIFIKATE.

30. (1) Ondanks enigiets in hierdie regulasies vervat, kan die Direkteur 'n sertifikaat wat ooreenkomstig hierdie regulasies uitgereik of toegeken is, kanselleer of skors indien die houer daarvan die sertifikaat met onjuiste inligting verkry het.

(2) Indien dit onder die aandag van die Direkteur kom dat die houer van 'n sertifikaat, wat ooreenkomstig hierdie regulasies uitgereik is, nie meer die nodige kwalifikasies besit nie, kan hy vereis dat die houer van die sertifikaat hom vir 'n hereksamen aanmeld. Indien die uitslag van die hereksamen nie tot bevrediging van die Direkteur is nie, kan hy die sertifikaat wat voorheen aan die houer uitgereik was, kanselleer.

(3) As 'n persoon hom verontreg voel deur die beslissing van die Direkteur ooreenkomstig paragraaf (2), kan hy na die Minister appelleer, wie se beslissing in die saak finaal is.

CHAPTER VI.

CANCELLATION OR SUSPENSION OF CERTIFICATES AND RE-EXAMINATION OF HOLDERS.

30. (1) Notwithstanding anything contained in these regulations the Director may cancel or suspend a certificate issued or granted in terms of these regulations if the holder obtained the certificate on erroneous information.

(2) If it comes to the notice of the Director that the holder of a certificate issued under these regulations no longer possesses the necessary qualifications, he may require the holder to present himself for re-examination. If the results of any such re-examination are not to the satisfaction of the Director, he may cancel the certificate as previously issued to the holder.

(3) If any person is aggrieved by the decision of the Director in terms of paragraph (2), he may appeal to the Minister whose decision in the matter shall be final.

BYLAE A.

LYS VAN VORMS WAT BY HIERDIE REGULASIES VERSKYN.

Regulasie 6. (1) (*a*) Aansoek om geëksamineer te word vir 'n bevoegdheidsertifikaat as reddingsbootman..... M. 33.
(*b*) Aansoek om geëksamineer te word vir 'n bevoegdheidsertifikaat as bekwame dekhand of volle seeman, of vir die uitreiking van 'n bevoegdheidsertifikaat as volle seeman aan 'n persoon wat reeds in die kwalifiserende eksamen geslaag het..... M. 34.
(*c*) Aansoek om die toekenning van 'n bevoegdheidsertifikaat as volle seeman..... M. 35.

Regulasie 10. Aansoek om 'n gesertifiseerde afskrif van 'n bekwaamheid-, bevoegdheid- of dienssertifikaat..... M. 3.

Regulasie 14. Stuursertifikaat..... M. 36.

Regulasie 23. (2) Kennisgewing dat 'n kandidaat gedruip het in 'n eksamen ooreenkomstig die regulasies betreffende bevoegdheidsertifikate..... M. 37.

Regulasie 24. (3) Magtiging vir die aflewering van 'n bekwaamheid- of bevoegdheidsertifikaat..... M. 6.

Regulasie 24. (4) Kennisgewing dat 'n kandidaat geslaag het in 'n eksamen ooreenkomstig die regulasies betreffende bevoegdheidsertifikate..... M. 38.

M. 33.

UNIE VAN SUID-AFRIKA.

DEPARTEMENT VAN DOEANE EN AKSYNS (MARINE-AFDELING).

[HANDELSKEEPVAARTWET, 1951 (WET NO. 57 VAN 1951).]

AANSOEK OM GEËKSAMINEER TE WORD VIR 'N BEVOEGDHEIDSERTIFIKAAT AS REDDINGSBOOTMAN.

Hawe van eksaminering.....

Familienaam (in drukskrif).....
Voorname (in drukskrif).....
No. van Verslagboek (wat hierdie aansoek moet vergesel)..... Gradering.....
Geboorteplek..... Geboortedatum..... Nasionaliteit.....
Permanente adres.....

BESONDERHEDE VAN KWALIFISERENDE DIENS.

Besonderhede van skip.					Besonderhede van diens.			
Naam van skip.	Amptelike No.	Registrasiehawe.	Soort skip.	Bruto-tonnemaat.	Hoedanigheid (d.w.s. betaalmeester, radio-operateur, dekrang, kelner, ens.)	Vanaf.	Tot.	Totaal.

BESKRYWING VAN APPLIKANT.

Lengte.	Kleur van oë.	Kleur van hare.	Ras (d.w.s. blanke, Kleurling, Naturel, ens.)	Tatoeëer- of ander onderskeidingsmerke.

Hiermee doen ek aansoek om geëksamineer te word vir 'n bevoegdheidsertifikaat as reddingsbootman.

Plek.....
Datum.....

.....
Handtekening van Applikant.

DIE EKSAMINATOR,

.....

Bogenoemde seeman het aansoek gedoen om geëksamineer te word vir 'n bevoegdheidsertifikaat as reddingsbootman en 'n bedrag van een sjieling is aan my betaal volgens Inkomstekwitansie No..... uitgereik op.....

Plek.....
Datum.....

.....
Handtekening van Bevoegde Beampte.

Ek het bogenoemde seeman geëksamineer op..... (datum) vir 'n bevoegheidsertifikaat as reddingsbootman en hy het in die eksamen*.....
Naam van skip waarop eksamen afgelê is.....

Plek.....
Datum.....

.....
Handtekening van Eksaminator.

* Voeg in „ Geslaag " of „ Gedruip ".

DIE DIREKTEUR VAN HANDELSKEEPVAART,

.....

PRETORIA.

† 'n Bevoegdheidsertifikaat as reddingsbootman No..... is aan bogenoemde seeman uitgereik op ..... (datum) en sy verslagboek is dienooreenkomstig endosseer.

† Die applikant het gedruip soos hierbo vermeld.

.....
Handtekening van Eksaminator.

Datum.....
Plek.....

† Skrap die woorde wat nie van toepassing is nie.

ANNEXURE A.

LIST OF FORMS APPEARING IN THESE REGULATIONS.

Regulation 6. (1) (*a*) Application to be examined for a certificate of qualification as Lifeboatman..... M. 33.
(*b*) Application for examination for a certificate of qualification as Efficient Deck Hand or Able Seaman, or for the issue of a certificate of qualification as Able Seaman to a person who has already passed the qualifying examination..... M. 34.
(*c*) Application for the grant of a certificate of qualification as Able Seaman..... M. 35.
Regulation 10. Application for a certified copy of a certificate of competency or qualification or a certificate of service..... M. 3.
Regulation 14. Steering certificate..... M. 36.
Regulation 23. (2) Notification of failure in examination under the certificates of qualification regulations..... M. 37.
Regulation 24. (3) Authority for the delivery of a certificate of competency or qualification..... M. 6.
Regulation 24. (4) Notification of pass in examination under the certificates of qualification regulations..... M. 38.

UNION OF SOUTH AFRICA. M. 33.

DEPARTMENT OF CUSTOMS AND EXCISE (MARINE SECTION).
[MERCHANT SHIPPING ACT, 1951 (ACT NO. 57 OF 1951).]

APPLICATION TO BE EXAMINED FOR A CERTIFICATE OF QUALIFICATION AS LIFEBOATMAN.

Port of Examination.....

Surname (in block letters).....
Christian names (in block letters).....
No. of record book.....(which should accompany this application). Rating.....
Place of birth..... Date of birth..... Nationality.....
Permanent address.....

PARTICULARS OF QUALIFYING SERVICE.

Particulars of Ship.					Particulars of Service.			
Name of Ship.	Official No.	Port of Registry.	Type of Ship.	Gross Tonnage.	Capacity (i.e., purser, wireless operator, deck rating, steward, etc.).	From.	To.	Total.

DESCRIPTION OF APPLICANT.

Height.	Colour of Eyes.	Colour of Hair.	Race (i.e. European, Coloured, Native, etc.).	Tattoo or other Distinguishing Marks.

I hereby apply to be examined for a certificate of qualification as lifeboatman.

Signature of Applicant.

Date.....
Place.....

THE EXAMINER,

.....

The above-named seaman has applied to be examined for a certificate of qualification as lifeboatman and a fee of one shilling has been paid to me *vide* Revenue Receipt No.....issued on.....

Signature of Proper Officer.

Date.....
Place.....

I have examined the above-named seaman on the.....(date) for a certificate of qualification as lifeboatman and he has *.....in the examination.
Name of vessel on which examination was conducted.....

Signature of Examiner.

Date.....
Place.....

* Insert "Passed" or "Failed."

THE DIRECTOR OF MERCHANT SHIPPING,

.....

PRETORIA.

† A certificate of qualification as lifeboatman No.....has been issued to the above-named seaman on the .....(date), and his record book has been endorsed accordingly.

† The applicant failed as stated above.

Signature of Examiner.

Date.....
Place.....

† Delete the words that do not apply.

M. 34.

UNIE VAN SUID-AFRIKA.

DEPARTEMENT VAN DOEANE EN AKSYNS (MARINE-AFDELING).

[HANDELSKEEPVAARTWET, 1951 (WET No. 57 VAN 1951).]

AANSOEK OM GEËKSAMINEER TE WORD VIR 'N BEVOEGDHEIDSERTIFIKAAT AS BEKWAME DEKHAND OF VOLLE SEEMAN, OF VIR DIE UITREIKING VAN 'N BEVOEGDHEIDSERTIFIKAAT AS VOLLE SEEMAN AAN 'N PERSOON WAT REEDS IN DIE KWALIFISERENDE EKSAMEN GESLAAG HET.

Hawe waar aansoek ingedien is.....

L.W.—

(1) Hierdie aansoek moet vergesel word deur die seeman se verslagboek.
(2) Voor voltooiing van hierdie vorm, moet die aantekeninge op die keersy daarvan sorgvuldig gelees word.

1. Naam en beskrywing van seeman.

Familienaam. (In drukskrif).	Voorname. (In drukskrif).	Geboorteplek.	Geboortedatum.	Nasionaliteit.	Lengte.	Kleur van oë.	Kleur van hare.	Ras (d.w.s. blanke, Kleurling, Naturel, ens.)	Tatoeëer- of ander onderskeidingsmerke.	No. van verslagboek.

2. (1) Hiermee doen ek aansoek om ooreenkomstig die regulasies betreffende bevoegdheidsertifikate as bekwame dekhande en volle seemanne geëksamineer te word, en indien ek in die eksamen slaag, verlang ek dat 'n*..... aan my uitgereik word by die hawe.....

Permanente adres van applikant.....

Handtekening van Applikant.

Datum.....

[* Vul in—

(*a*) „ Bevoegdheidsertifikaat as bekwame dekhand," as applikant se seediens en ander kwalifikasies hom op so 'n sertifikaat geregtig sal maak; of

(*b*) „ Erkenning van Sukses," as die applikant nie 'n bevoegdheidsertifikaat as bekwame dekhand wil bekom nie, maar slegs die eksamen wil aflê om hom in staat te stel om mettertyd te kwalifiseer vir 'n bevoegdheidsertifikaat as volle seeman wanneer sy seediens en ander kwalifikasies hom daarop geregtig sal maak; of

(*c*) „ Bevoegdheidsertifikaat as volle seeman ", as die applikant se seediens en ander kwalifikasies hom op so 'n sertifikaat geregtig sal maak].

(2) Ek lê hierby voor—

(*a*) .....(getal) stuursertifikaat(e) vir.....uur diens verrig op.....(datums).
(LET WEL.—'n Seeman is nie op die eksamen geregtig nie tensy stuursertifikate vir die voorgeskrewe tydperk getoon word).

(*b*) Bevoegdheidsertifikaat as reddingsbootman No.....gedateer.....uitgereik te.....
(LET WEL.—Hierdie sertifikaat is alleen noodsaaklik as die applikant se sukses in die eksamen hom dadelik geregtig sal maak op 'n bevoegdheidsertifikaat as volle seeman).

3. (1) Hiermee doen ek aansoek om 'n bevoegdheidsertifikaat as volle seeman wat aan my uitgereik moet word bydie hawe.....
Ek het in die eksamen geslaag by die hawe.....op die.....19....., en ek lê hiermee bewys met hierdie strekking voor. (LET WEL.—Die bewys moet òf 'n bevoegdheidsertifikaat as bekwame dekhand wees òf 'n vorm, deur die eksaminator geteken, dat die kandidaat geslaag het).

(2) Hiermee lê ek voor my bevoegdheidsertifikaat as reddingsbootman No.....gedateer.....wat uitgereik is te.....

4. Onderstaande is besonderhede van my kwalifiserende diens:—

(1) Besonderhede van diens ter see in 'n dekrang. [Vergelyk opmerking (4).]

Naam van skip.	Bruto-tonnemaat.	Soort skip (d.w.s. op vreemde vaart, kusvaart, ens.)	Besonderhede van reise.			Vir amptelike gebruik.
			Gradering.	Begin.	Beëindig.	

(2) Besonderhede van voor-see-opleidingskursusse waarvoor korting geëis word. [Vergelyk opmerking (5).]

Naam van opleidingsinrigting.	Tydperk van opleiding.		Korting geëis.	Vir amptelike gebruik.
	Begin.	Beëindig.		

5. Ek verklaar hiermee dat die besonderhede wat in hierdie vorm verskyn na my beste wete en oortuiging waar en juis is.

Permanente adres van applikant.....

Handtekening van Applikant.

Datum.....

M. 34.

UNION OF SOUTH AFRICA.

DEPARTMENT OF CUSTOMS AND EXCISE (MARINE SECTION).
[MERCHANT SHIPPING ACT, 1951 (ACT NO. 57 OF 1951).]

APPLICATION FOR EXAMINATION FOR A CERTIFICATE OF QUALIFICATION AS EFFICIENT DECK HAND OR ABLE SEAMAN, OR FOR THE ISSUE OF A CERTIFICATE OF QUALIFICATION AS ABLE SEAMAN TO A PERSON WHO HAS ALREADY PASSED THE QUALIFYING EXAMINATION.

Port where application handed in.....

N.B.—
(1) This application to be accompanied by seaman's record book.
(2) Before completing this form, the notes on the reverse side thereof must be carefully read.

1. Name and description of seaman.

Surname. (In block letters).	Christian Names. (In block letters).	Place of Birth.	Date of Birth.	Nationality.	Height.	Colour of Eyes.	Colour of Hair.	Race (i.e. European, Coloured, Native, etc.).	Tatoo or other Distinguishing Marks.	No. of Record Book.

2. (1) I hereby apply to be examined under the regulations relating to certificates of qualification as efficient deck hands and able seamen, and should I be successful in the examination I wish to be issued with a *.....
at the port of.....
Permanent address of applicant.....

Signature of Applicant.

Date.....
[* Insert—
(*a*) "Certificate of qualification as efficient deck hand," if the applicant's sea service and other qualifications will entitle him to such a certificate; or
(*b*) "Acknowledgement of success," if the applicant does not wish to acquire a certificate of qualification as efficient deck hand, but merely wants to take the examination to enable him to qualify for a certificate of qualification as able seaman in due course when his sea service and other qualifications will entitle him thereto; or
(*c*) "Certificate of qualification as able seaman," if the applicant's sea service and other qualifications will entitle him to such a certificate].

(2) I hereby submit—
(*a*) .....(number of) steering certificate(s) for.....hours performed on.....(dates).
(NOTE.—A seaman is not entitled to the examination unless steering certificates for the prescribed period are produced).
(*b*) Certificate of qualification as lifeboatman No.....dated.....issued at.....
(NOTE.—This certificate is only essential if the applicant's success in the examination will entitle him forthwith to a certificate of qualification as able seaman).

3. (1) I hereby apply for a certificate of qualification as able seaman to be issued to me at the port of.....
I passed the examination at the port of.....on the.....19....., and I submit herewith evidence to that effect. (NOTE.—The evidence should either be a certificate of qualification as efficient deck hand or a "Pass" form signed by the examiner).
(2) I herewith submit my certificate of qualification as lifeboatman No....., dated.....issued at.....

4. The following are particulars of my qualifying service:—
(1) Particulars of service at sea in a deck rating. [See note (4).]

Name of Ship.	Gross Tonnage.	Type of Ship (i.e. foreign-going, coasting, etc.).	Particulars of Voyages.			For Official Use.
			Rating.	Commenced.	Ended.	

(2) Particulars of pre-sea training courses for which remission is claimed. [See note (5).]

Name of Training Establishment.	Period of Training.		Remission Claimed.	For Official Use.
	Commenced.	Ended.		

5. I hereby declare that the particulars appearing in this form are true and correct to the best of my knowledge and belief.
Permanent address of applicant.....

Signature of Applicant.

Date.....

SLEGS VIR AMPTELIKE GEBRUIK. [Vergelyk opmerking (6).]

A. DIE EKSAMINATOR,

(1) Die seeman wat in hierdie vorm beskryf is, het die bedrag van een sjieling aan my betaal waarvoor Inkomste-kwitansie No. ..... van ..... uitgereik is.
(2) Die seeman wat in hierdie vorm beskryf is en wat reeds geëksamineer is, is blykbaar geregtig op 'n bevoegdheidsertifikaat as volle seeman, en sy geval word na u verwys vir oorweging.
(3) Die volgende dokumente word deurgestuur .....

Hawe .....

Datum ..... Handtekening van Bevoegde Beampte.

[Vergelyk opmerking (7).]

B. DIE DIREKTEUR VAN HANDELSKEEPVAART,
PRETORIA.

(1) Die seeman wat in hierdie vorm beskryf is, is deur my geëksamineer op ..... 19....., en hy het in die eksamen geslaag/gedruip.
(2) Die seeman wat in hierdie vorm beskryf is, het my tevrede gestel dat hy geregtig is op 'n bevoegdheidsertifikaat as volle seeman, en ek beveel aan dat 'n sertifikaat aan hom uitgereik word.
(3) Ek het die volgende dokument aan die seeman uitgereik .....
(titel van dokument en nommer en datum daarvan).
(4) Ek het die seeman se persoonlike dokumente soos volg afgehandel .....

Hawe .....

Datum ..... Handtekening van Eksaminator.

VIR GEBRUIK DEUR DIREKTEUR.

C. .....

OPMERKINGS:—

1. Hierdie vorm moet voltooi word deur 'n seeman wat—
   (*a*) verlang om geëksamineer te word vir 'n bevoegdheidsertifikaat as bekwame dekhand;
   (*b*) verlang om die kwalifiserende eksamen af te lê vir 'n bevoegdheidsertifikaat as volle seeman, maar wie se dienstyd hom nie daarop geregtig sal maak dat 'n bevoegdheidsertifikaat as volle seeman aan hom uitgereik word indien hy in die eksamen slaag nie;
   (*c*) verlang om geëksamineer te word vir 'n bevoegdheidsertifikaat as volle seeman en wie se dienstyd hom geregtig sal maak op so 'n sertifikaat indien hy in die eksamen slaag;
   (*d*) reeds in die kwalifiserende eksamen geslaag het en wat nou in besit is van die nodige kwalifiserende diens om hom geregtig te maak op 'n bevoegdheidsertifikaat as volle seeman.
2. 'n Applikant op wie opmerkings 1 (*a*), 1 (*b*) of 1 (*c*) van toepassing is, moet afdelings 1, 2, 4 en 5 van hierdie vorm voltooi.
3. 'n Applikant op wie opmerking 1 (*d*) van toepassing is, moet afdelings 1, 3, 4 en 5 van hierdie vorm voltooi.
4. Wat afdeling 4 (1) van hierdie vorm betref—
   (i) moet die diens ten opsigte van 'n applikant op wie opmerking 1 (*a*) of 1 (*b*) van toepassing is altesaam minstens twaalf maande wees, waarvan minstens drie maande op skepe (uitgesonderd vissersbote, robbevaarders of walvisvaarders met landbasis) van 100 bruto-tonnemaat en meer moet wees, en
   (ii) moet die diens ten opsigte van 'n applikant op wie opmerking 1 (*c*) of 1 (*d*) van toepassing is altesaam minstens 36 maande wees, waarvan minstens nege maande op skepe (uitgesonderd vissersbote, robbevaarders of walvisvaarders met landbasis) van 100 bruto-tonnemaat en meer moet wees.
   In beide gevalle word diens in skepe van minder as 100 bruto-tonnemaat bereken teen halfwaarde, maar diens in skepe van minder as 15 bruto-tonnemaat word nie aangeneem nie.
5. Wat betref afdeling 4 (2) van hierdie vorm: Kan korting alleen geëis word ten opsigte van 'n applikant op wie opmerking 1 (*c*) of 1 (*d*) van toepassing is.
6. Wat betref afdeling A van hierdie vorm: Moet die bevoegde beampte onder-afdelings (1) en (3) voltooi [en onder-afdeling (2) skrap] ten opsigte van 'n applikant op wie opmerking 1 (*a*), 1 (*b*) of 1 (*c*) van toepassing is. Die bevoegde beampte moet onder-afdelings (2) en (3) voltooi [en onder-afdeling (1) skrap] ten opsigte van 'n applikant op wie opmerking 1 (*d*) van toepassing is. Geen gelde is in laasgenoemde geval betaalbaar nie.
7. Wat betref afdeling B van hierdie vorm—
   (i) moet die eksaminator onder-afdelings (1), (3) en (4) voltooi [en onder-afdeling (2) skrap] in die geval van 'n applikant op wie opmerking 1 (*a*), 1 (*b*) of 1 (*c*) van toepassing is. Hy moet onder-afdelings (2), (3) en (4) voltooi [en onder-afdeling (1) skrap] in die geval van 'n applikant op wie opmerking 1 (*d*) van toepassing is.
   (ii) is die dokument waarvan in onder-afdeling (3) melding gemaak word 'n bevoegdheidsertifikaat as bekwame dekhand of 'n vorm M. 37 (druip) in die geval van 'n applikant onder opmerking 1 (*a*); 'n bevoegdheidsertifikaat as bekwame dekhand of vorm M. 38 (slaag) of vorm M. 37 (druip) in die geval van 'n applikant onder opmerking 1 (*b*); vorm M. 6 (eksaminator se magtiging vir die aflewering van 'n sertifikaat) of 'n vorm M. 37 (druip) in die geval van 'n applikant onder opmerking 1 (*c*); en 'n vorm M. 6 (eksaminator se magtiging vir die aflewering van 'n sertifikaat) of andersins 'n endossement op die aansoek vorm met die strekking dat die seeman nie bevoegd is vir die uitreiking aan hom van 'n bevoegdheidsertifikaat as volle seeman nie, in die geval van 'n applikant onder opmerking 1 (*d*).
   (iii) moet onder-afdeling (4) voltooi word om aan te toon dat die persoonlike dokumente òf aan die applikant terugbesorg is òf aan die Direkteur gestuur is.

M. 35.

UNIE VAN SUID-AFRIKA.

DEPARTEMENT VAN DOEANE EN AKSYNS (MARINE-AFDELING).

[HANDELSKEEPVAARTWET 1951 (WET NO. 57 VAN 1951).]

AANSOEK OM DIE TOEKENNING VAN 'N BEVOEGDHEIDSERTIFIKAAT AS VOLLE SEEMAN.

L.W.—Hierdie aansoek moet vergesel word deur die seeman se verslagboek.

Hawe waar aansoek ingedien is .....

1. Naam en beskrywing van seeman.

Familienaam. (In drukskrif).	Voorname. (In drukskrif).	Geboorteplek.	Geboortedatum.	Nasionaliteit.	Lengte.	Kleur van oë.	Kleur van hare.	Ras (d.w.s. blanke, Kleurling, Naturel, ens.)	Tatoeëer- of ander onderskeidingsmerke.	No. van verslagboek.

FOR OFFICIAL PURPOSES ONLY. [See Note (6).]

A. THE EXAMINER,

(1) The seaman described in this form has paid the fee of one shilling to me for which Revenue Receipt No. _____ of _____ has been issued.
(2) The seaman described in this form and who has already been examined would appear to be entitled to a certificate of qualification as able seaman, and his case is referred to you for consideration.
(3) The following documents are enclosed _____

Port _____

Date _____ Signature of Proper Officer.

[See Note (7).]

B. THE DIRECTOR OF MERCHANT SHIPPING,
PRETORIA.

(1) The seaman described in this form has been examined by me on the _____ 19____, and he passed/failed in the examination.
(2) The seaman described in this form has satisfied me that he is entitled to a certificate of qualification as able seaman, and I recommend that a certificate be issued to him.
(3) I have issued the following document to the seaman _____ (title of document and number and date thereof).
(4) I have disposed of the seaman's personal documents as follows _____

Port _____

Date _____ Signature of Examiner.

FOR USE BY DIRECTOR.

C. _____

NOTES:—

1. This form shall be completed by a seaman who—
   (*a*) wishes to be examined for a certificate of qualification as efficient deck hand;
   (*b*) wishes to take the qualifying examination for a certificate of qualification as able seaman, but whose length of service will not entitle him to be issued with a certificate as able seaman if he passes the examination;
   (*c*) wishes to be examined for a certificate of qualification as able seaman and whose length of service will entitle him to such a certificate if he passes the examination;
   (*d*) has already passed the qualifying examination and who is now in possession of the necessary qualifying service to entitle him to a certificate of qualification as able seaman.
2. An applicant to whom note 1 (*a*), 1 (*b*) or 1 (*c*) applies, shall complete divisions 1, 2, 4 and 5 of this form.
3. An applicant to whom note 1 (*d*) applies, shall complete divisions 1, 3, 4 and 5 of this form.
4. Regarding division 4 (1) of this form—
   (i) the service in respect of an applicant to whom note 1 (*a*) or 1 (*b*) applies shall total not less than 12 months of which not less than three months shall be in ships (other than fishing, sealing or shore-based whaling boats) of 100 gross tons and over, and
   (ii) the service in respect of an applicant to whom note 1 (*c*) or 1 (*d*) applies shall total not less than 36 months of which not less than nine months shall be in ships (other than fishing, sealing or shore-based whaling boats) of 100 gross tons and over.

   In either case, service in ships of less than 100 gross tons is counted at half rate, but service in ships of less than 15 gross tons is not accepted.
5. Regarding division 4 (2) of this form: Remission is only claimable in respect of an applicant to whom note 1 (*c*) or 1 (*d*) applies.
6. Regarding division A of this form: The proper officer shall complete sub-divisions (1) and (3) [and delete sub-division (2)] in respect of an applicant to whom note 1 (*a*), 1 (*b*) or 1 (*c*) applies. The proper officer shall complete sub-divisions (2) and (3) [and delete sub-division (1)] in respect of an applicant to whom note 1 (*d*) applies. No fee is payable in the latter case.
7. Regarding division B of this form—
   (i) the examiner shall complete sub-divisions (1), (3) and (4) [and delete sub-division (2)] in the case of an applicant to whom note 1 (*a*), 1 (*b*) or 1 (*c*) applies. He shall complete sub-divisions (2), (3) and (4) [and delete sub-division (1)] in the case of an applicant to whom note 1 (*d*) applies.
   (ii) the document referred to in sub-division (3) shall be a certificate of qualification as efficient deck hand or a form M. 37 (failure) in the case of an applicant under note 1 (*a*); a certificate of qualification as efficient deck hand or form M. 38 (pass) or form M. 37 (failure) in the case of an applicant under note 1 (*b*); form M. 6 (examiner's authority for the delivery of a certificate) or a form M. 37 (failure) in the case of an applicant under note 1 (*c*); and a form M. 6 (examiner's authority for the delivery of a certificate) or else an endorsement on the application form to the effect that the seaman is not qualified for the issue to him of a certificate of qualification as able seaman, in the case of an applicant under note 1 (*d*).
   (iii) sub-division (4) shall be completed so as to indicate that the personal documents have either been returned to the applicant or submitted to the Director.

M. 35.

UNION OF SOUTH AFRICA.

DEPARTMENT OF CUSTOMS AND EXCISE (MARINE SECTION).
[MERCHANT SHIPPING ACT, 1951 (ACT NO. 57 OF 1951).]

APPLICATION FOR THE GRANT OF A CERTIFICATE OF QUALIFICATION AS ABLE SEAMAN.

N.B.—This application is to be accompanied by the seaman's record book.

Port at which application handed in _____

1. Name and description of seaman.

Surname. (In block letters).	Christian Names. (In block letters).	Place of Birth.	Date of Birth.	Nationality.	Height.	Colour of Eyes.	Colour of Hair.	Race (i.e. European, Coloured, Native, etc.)	Tattoo or other Distinguishing Marks.	No. of Record Book.

2. Hiermee doen ek aansoek om 'n bevoegdheidsertifikaat as volle seeman wat aan my uitgereik moet word by die hawe.....
Ek verklaar dat ek diens gedoen het in die gradering van.....op die.....(naam van skip) van.....brutoregisterton vanaf.....19....tot.....19...., en ek lê hiermee die volgende dokument(e) voor ter stawing van my kwalifiserende seediens.....
Gedateer hierdie.....dag van.....19....

Permanente adres van applikant.....

Handtekening van Applikant.

LET WEL.—Die applikant moet 'n ontslagsertifikaat of ander bevredigende dokument voorlê ter stawing van sy seediens as volle seeman of gelykstaande of hoër dekrang op 'n Suid-Afrikaanse skip.

3. DIE EKSAMINATOR,

.....

Die seeman hierin beskryf verlang dat 'n bevoegdheidsertifikaat as volle seeman aan hom toegeken moet word en 'n bedrag van een sjieling is aan my betaal (volgens Inkomstekwitansie No.....uitgereik op.....
Die volgende dokumente word hiermee deurgestuur.....

Hawe.....

Datum..... Handtekening van Bevoegde Beampte.

4. DIE DIREKTEUR VAN HANDELSKEEPVAART,
PRETORIA.

* (1) Die applikant het bevredigende bewys voorgelê betreffende sy kwalifiserende diens, en daar word aanbeveel dat 'n bevoegdheidsertifikaat as volle seeman aan hom uitgereik word. Ek het aan die applikant 'n magtiging vir die aflewering aan hom van 'n bevoegdheidsertifikaat (M. 6) uitgereik.
Ek sluit die volgende dokument(e) betreffende die applikant se seediens hierby in.....

* (2) Volgens die bewyse voorgelê is die applikant nie geregtig op die toekenning van 'n bevoegdheidsertifikaat as volle seeman nie.

Hawe.....

Datum..... Handtekening van Eksaminator.

* Skrap die woorde wat nie van toepassing is nie.

VIR GEBRUIK DEUR DIREKTEUR.

M. 3.

UNIE VAN SUID-AFRIKA.

DEPARTEMENT VAN DOEANE EN AKSYNS (MARINE-AFDELING).

AANSOEK OM 'N GESERTIFISEERDE AFSKRIF VAN 'N BEKWAAMHEID- OF BEVOEGDHEIDSERTIFIKAAT OF DIENSSERTIFIKAAT.

No. van verlore sertifikaat.
Graad van verlore sertifikaat.

Hawe van.....

AFDELING A.—NAAM, ENS., VAN APPLIKANT.

Naam. (1)	Adres. (2)

Datum van geboorte. (3)	Geboorteplek. (4)

2. I hereby apply for a certificate of qualification as able seaman to be issued to me at the port of_____
I declare that I served in the rating of_____on the_____(name of ship)
of_____gross register tons from the_____19____to the_____19____, and I herewith submit the following document(s) in support of my qualifying sea service_____
Dated this_____day of_____of_____
Permanent address of applicant_____

Signature of Applicant.

NOTE.—The applicant is required to submit a certificate of discharge or other satisfactory document in support of his sea service as able seaman or equivalent or superior deck rating on a South African ship.

3. THE EXAMINER,

The seaman described herein wishes to be granted a certificate of qualification as able seaman and a fee of one shilling has been paid to me *vide* Revenue Receipt No._____issued on_____
The following documents are submitted herewith_____

Port_____

Date_____ Signature of Proper Officer.

4. THE DIRECTOR OF MERCHANT SHIPPING,
PRETORIA.

* (1) The applicant has submitted satisfactory evidence as to his qualifying service and it is recommended that a certificate of qualification as able seaman be issued to him. I have issued to the applicant an authority for the delivery to him of a certificate of qualification (M. 6).
I enclose the following document(s) relating to the applicant's sea service_____

* (2) According to the evidence submitted, the applicant is not entitled to be granted a certificate of qualification as able seaman.

Port_____

Date_____ Signature of Examiner.

* Delete whichever is not applicable.

FOR USE BY DIRECTOR.

M. 3.

UNION OF SOUTH AFRICA.

DEPARTMENT OF CUSTOMS AND EXCISE (MARINE SECTION).

APPLICATION FOR CERTIFIED COPY OF A CERTIFICATE OF COMPETENCY OR QUALIFICATION OR A CERTIFICATE OF SERVICE.

No. of lost certificate.
Grade of lost certificate.

Port of_____

DIVISION A.—NAME, ETC., OF APPLICANT.

Name. (1)	Address. (2)

Date of Birth. (3)	Place of Birth. (4)

AFDELING B.—BESONDERHEDE VAN LAASTE DIENS.

Naam van laaste skip. (5)	Registrasiehawe en amptelike No. van laaste skip. (6)	Rang of gradering aan boord laaste skip. (7)	Beskrywing van laaste seereis. Van. (8)	Na. (9)	Begin. (10)	Beëindig. (11)

Besonderhede aangaande vaartuie waarop applikant diens gedoen het voor en na die uitreiking aan hom van die sertifikaat wat verlore is.

Naam van skip. (12)	Registrasiehawe en amptelike No. (13)	Rang of gradering aan boord skip. (14)	Indien in vreemde of kushandel, of in die vissersbedryf. (15)	Diens. Begin. (16)	Beëindig. (17)

AFDELING C.—BESTEMMING VAN SERTIFIKAAT.

(Moet deur die applikant voltooi word.)

Ek versoek dat die gesertifiseerde afskrif van my sertifikaat aan my afgelewer word by_____

_____

Handtekening van Applikant.

AFDELING D.—VERKLARING WAT GEMAAK MOET WORD DEUR DIE APPLIKANT VOOR DIE BEVOEGDE BEAMPTE.

Ek,_____ van_____

Verklaar hiermee—

(1) dat my sertifikaat 'n sertifikaat was van*_____

as_____

en dat dit genommer was_____

(2) dat genoemde sertifikaat onder die volgende omstandighede verlore of vernietig is:—

†_____

_____

_____

(3) dat die verklarings wat hierin en in Afdelings A en B op die keersy hiervan gemaak is na my beste wete en oortuiging korrek en waar is.

_____

Handtekening van Applikant.

Verklaar voor my te_____

en die hernuwingsgelde van_____ Bewys No._____

ontvang die_____ dag van_____ 19____.

_____

Handtekening en Ampstitel van Bevoegde Beampte.

* Voeg in die woord Bekwaamheid, Bevoegdheid, of Diens en Graad.

† Meld hier die plek, datum en oorsaak van die verlies van die sertifikaat.

Die Direkteur van Handelskeepvaart,
Pretoria.

M. 36.

UNIE VAN SUID-AFRIKA.

DEPARTEMENT VAN DOEANE EN AKSYNS (MARINE-AFDELING).

[HANDELSKEEPVAARTWET, 1951 (WET No. 57 VAN 1951).]

STUURSERTIFIKAAT.

BESONDERHEDE VAN SEEMAN.

Familienaam. (In drukskrif).	Voorname. (In drukskrif).	Geboorte-plek.	Geboorte-datum.	Nasionaliteit.	Ras (d.w.s. blanke, Kleurling, Naturel ens.)	Gradering.	No. van verslag-boek.

DIVISION B.—PARTICULARS OF LAST SERVICE.

Name of Last Ship. (5)	Port of Registry and Official No. of Last Ship. (6)	Rank or Rating on Board Last Ship. (7)	Description of Last Voyage.			
			From. (8)	To. (9)	Commenced. (10)	Ended. (11)

Particulars of vessels in which applicant has served before and after the issue to him of the certificate now lost.

Name of Ship. (12)	Port of Registry and Official No. (13)	Rank or Rating on Board Ship. (14)	Whether in Foreign or Coasting Trade, or in Fishing. (15)	Service.	
				Commenced. (16)	Ended. (17)

DIVISION C.—DESTINATION OF CERTIFICATE.
(To be completed by applicant.)

I request that the certified copy of my certificate may be delivered to me at.....

.....
Signature of Applicant.

DIVISION D.—DECLARATION TO BE MADE BY APPLICANT BEFORE THE PROPER OFFICER.

I,.....of.....

Do hereby declare—

(1) that my certificate was a certificate of*.....
as.....
and that it was numbered.....

(2) that the said certificate was lost or destroyed under the following circumstances:—
†.....
.....
.....

(3) that the statements made herein and in Divisions A and B on the reverse side hereof are correct and true to the best of my knowledge and belief.

.....
Signature of Applicant.

Declared before me at.....
and the renewal fee of..... Receipt No.....
received this.....day of.....19.....

.....
Signature and Designation of Proper Officer.

* Insert the word Competency, Qualification or Service and Grade.
† Here state the place, date and cause of the loss of the certificate.

The Director of Merchant Shipping,
Pretoria.

M. 36.

UNION OF SOUTH AFRICA.

DEPARTMENT OF CUSTOMS AND EXCISE (MARINE SECTION).
[MERCHANT SHIPPING ACT, 1951 (ACT NO. 57 OF 1951).]

STEERING CERTIFICATE.

PARTICULARS OF SEAMAN.

Surname. (In block letters).	Christian Names. (In block letters).	Place of Birth.	Date of Birth.	Nationality.	Race (i.e. European, Coloured, Native, etc.).	Rating.	No. of Record Book.

BESONDERHEDE VAN SKIP.

Naam.	Amptelike No.	Registrasiehawe.	Bruto-tonnemaat.	Of stoomskip, motorskip, ander (spesifiseer).

Hiermee word gesertifiseer dat bogenoemde seeman diens gedoen het as_____ vanaf_____ tot_____ op bogenomde skip, en dat hy beurte gedoen het aan die wiel om die skip te stuur (afgesien van tydperke van onderrig) op die volgende datums en vir die volgende tydperke *_____

Datum_____ Handtekening van Gesagvoerder.

* Vul in die datums en die tydperke in ure ten opsigte van elke datum.

LET WEL.—Hierdie sertifikaat moet slegs uitgereik word ten opsigte van diens in skepe van 100 of meer bruto-registerton. Diens in vissersbote, robbervaarders of walvisvaarders met landbasis is nie aanneemlik nie.

M. 37.

UNIE VAN SUID-AFRIKA.

DEPARTEMENT VAN DOEANE EN AKSYNS (MARINE-AFDELING).
[HANDELSKEEPVAARTWET, 1951 (WET NO. 57 VAN 1951).]

KENNISGEWING DAT 'N KANDIDAAT GEDRUIP HET IN 'N EKSAMEN OOREENKOMSTIG DIE REGULASIES BETREFFENDE BEVOEGDHEIDSERTIFIKATE.

Familienaam (in drukskrif)_____ Voorname_____
Geboorteplek_____ Geboortedatum_____
No. van verslagboek_____ Huidige gradering_____

Ek wens u te verwittig dat u *gedruip* het in die eksamen wat op die_____ dag van_____ 19____ te_____ gehou is.

(*a*) vir 'n bevoegdheidsertifikaat as reddingsbootman.
(*b*) vir 'n bevoegdheidsertifikaat as bekwame dekhand.
(*c*) vir 'n bevoegdheidsertifikaat as volle seeman.

Die volgende dokumente word hierby ingesluit_____

Hawe_____

Datum_____ Handtekening van Eksaminator.

LET WEL.—Die Eksaminator moet (*a*) of (*b*) of (*c*), watter ook al nie van toepassing is nie, skrap.

M. 6.

No._____

Naam van applikant_____

Volgnommer_____

Graad waarin geslaag_____

Magtiging aan bogemelde kandidaat verleen om sy *Bekwaamheidsertifikaat / Bevoegdheidsertifikaat van die Bevoegde Beampte by die Hawe_____ te ontvang

Datum_____

Eksaminator_____

* Skrap die woord wat nie van toepassing is nie.

M. 6.

UNIE VAN SUID-AFRIKA.

DEPARTEMENT VAN DOEANE EN AKSYNS (MARINE-AFDELING).

MAGTIGING VIR AFLEWERING VAN 'N BEKWAAMHEIDSERTIFIKAAT OF BEVOEGDHEIDSERTIFIKAAT.

(*L.W.*—Hierdie magtiging is onderworpe aan die goedkeuring van die Direkteur van Handelskeepvaart, Pretoria.)

Naam van applikant_____ Graad waarin geslaag_____

Lengte_____ Voet_____ Duim. Kleur van oë_____ Hare_____

Ras (Blanke, Kleurling, Naturel, Indiër: ander, spesifiseer)_____

Handtekening van Applikant.

Geliewe aan bogemelde persoon af te lewer die *Bekwaamheidsertifikaat/Bevoegdheidsertifikaat nadat hy die besonderhede wat daarin vereis word voltooi het en getuigskrifte of ander dokumente wat namens hom aan u deur die Direkteur van Handelskeepvaart, Pretoria, deurgestuur is.

Hawe_____ Datum_____ 19____

Aan_____ Handtekening van Eksaminator.

* Skrap die woord wat nie van toepassing is nie.

M. 38.

UNIE VAN SUID-AFRIKA.

DEPARTEMENT VAN DOEANE EN AKSYNS (MARINE-AFDELING).
[HANDELSKEEPVAARTWET, 1951 (WET NO. 57 VAN 1951).]

KENNISGEWING DAT 'N KANDIDAAT GESLAAG HET IN 'N EKSAMEN OOREENKOMSTIG DIE REGULASIES BETREFFENDE BEVOEGDHEIDSERTIFIKATE.

Familienaam (in drukskrif)_____ Voorname_____
Geboorteplek_____ Geboortedatum_____
No. van verslagboek_____ Huidige gradering_____

Ek wens u te verwittig dat u *geslaag* het in die eksamen wat op die_____ dag van_____ 19____ te_____ gehou is in die voorgeskrewe onderwerpe vir die eksaminering van kandidate vir bevoegdheidsertifikate as bekwame dekhande en volle seemanne.

Die volgende dokumente word hierby ingesluit_____

Hawe_____

Datum_____ Handtekening van Eksaminator.

LET WEL:—

(1) Die kandidaat moet afstand doen van hierdie vorm wanneer 'n bevoegheidsertifikaat aan hom uitgereik word.
(2) *Hierdie vorm is nie 'n bevoegdheidsertifikaat nie, maar slegs 'n bewys dat die kandidaat in die eksamen geslaag het.*

PARTICULARS OF SHIP.

Name.	Official No.	Port of Registry.	Gross Tonnage.	Whether Steamship, Motorship, Other (specify).

This is to certify that the above-named seaman served as_____ from_____ to_____ on the abovementioned ship and that he took turns at the wheel in steering the ship (apart from periods of instruction) on the following dates and for the following periods *_____

Date_____ Signature of Master.

* Insert the dates, and the periods in hours in respect of each date.

NOTE.—This certificate must only be issued in respect of service in ships of 100 or more gross register tons. Service in fishing, sealing or shore-based whaling boats is not acceptable.

M. 37.

UNION OF SOUTH AFRICA.

DEPARTMENT OF CUSTOMS AND EXCISE (MARINE SECTION).
[MERCHANT SHIPPING ACT, 1951 (ACT NO. 57 OF 1951).]

NOTIFICATION OF FAILURE IN EXAMINATION UNDER THE CERTIFICATES OF QUALIFICATION REGULATIONS.

Surname (in block letters)_____ Christian names_____
Place of birth_____ Date of birth_____
No. of record book_____ Present rating_____

I have to inform you that you *failed* the examination held at_____ on the_____ day of_____ 19____—

(*a*) for a certificate of qualification as lifeboatman.
(*b*) for a certificate of qualification as efficient deck hand.
(*c*) for a certificate of qualification as able seaman.

The following documents are enclosed_____

Port_____

Date_____ Signature of Examiner.

NOTE.—The examiner must strike out (*a*) or (*b*) or (*c*), whichever is not applicable.

M. 6.

No._____

Name of applicant_____

Rotation number_____

Grade for which passed_____

Authority given to the above candidate to obtain his *certificate of competency/qualification from the proper officer at the port of

_____

Date_____

Examined_____

* Delete the word which does not apply.

M. 6.

UNION OF SOUTH AFRICA.

DEPARTMENT OF CUSTOMS AND EXCISE (MARINE SECTION).

AUTHORITY FOR DELIVERY OF A CERTIFICATE OF COMPETENCY OR QUALIFICATION.

(*N.B.*—This authority is subject to the approval of the Director of Merchant Shipping, Pretoria.)

Name of applicant_____ Grade for which passed_____

Height_____ feet_____ inches. Colour of eyes_____ Hair_____

Race (European, Coloured, Native, Indian: Other, specify)_____

Signature of Applicant.

Please deliver to the above-named person the certificate of *competency/qualification when he has completed the particulars required therein and testimonials or other documents forwarded to you on his behalf by the Director of Merchant Shipping, Pretoria.

Port_____ Date_____ 19____

Signature of Examiner.

To_____

* Delete the word which does not apply.

M. 38.

UNION OF SOUTH AFRICA.

DEPARTMENT OF CUSTOMS AND EXCISE (MARINE SECTION).
[MERCHANT SHIPPING ACT, 1951 (ACT NO. 57 OF 1951).]

NOTIFICATION OF PASS IN EXAMINATION UNDER THE CERTIFICATES OF QUALIFICATION REGULATIONS.

Surname (in block letters)_____ Christian names_____
Place of birth_____ Date of birth_____
No. of record book_____ Present rating_____

I have to inform you that you *passed* the examination held at_____ on the_____ day of_____ 19____, in the subjects prescribed for the examination of candidates for certificates of qualification as efficient deck hands and able seamen.

The following documents are enclosed_____

Port_____

Date_____ Signature of Examiner.

NOTES:—
(1) The candidate must surrender this form when a certificate of qualification is issued to him.
(2) *This form is not a certificate of qualification, but merely evidence that the candidate has passed the examination.*

BYLAE B.

UNIE VAN SUID-AFRIKA.

DEPARTEMENT VAN DOEANE EN AKSYNS (MARINE-AFDELING).

[HANDELSKEEPVAARTWET, 1951 (WET NO. 57 VAN 1951).

BEVOEGDHEIDSERTIFIKAAT AS REDDINGSBOOTMAN.

No._____

NAAM EN BESKRYWING VAN SEEMAN.

Familienaam. (In drukskrif.)	Voorname. (In drukskrif.)	Geboorteplek.	Geboortedatum.	Nasionaliteit.	Lengte.	Kleur van oë.	Kleur van hare.	Ras (d.w.s. blanke, Kleurling, Naturel, ens.).	Tatoeëer- of ander onderskeidingsmerke.	No. van verslagboek.

Hiermee word gesertifiseer dat bogenoemde seeman geëksamineer was te_____ op die_____ dag van_____ 19____, en my oortuig het dat hy die verrigtinge verbonde aan die tewaterlating van reddingsbote en die gebruik van roeispane verstaan, dat hy bekend is met die praktiese handtering van die bote self en dat hy die bevele betreffende die hantering van reddingsbote kan verstaan en uitvoer.

Gedateer te_____ hierdie_____ dag van_____ 19____

AMPTELIKE STEMPEL.

Ekseminator.

Datum_____

Handtekening van seeman.

UNIE VAN SUID-AFRIKA. *BYLAE C.*

DEPARTEMENT VAN DOEANE EN AKSYNS (MARINE-AFDELING).

[HANDELSKEEPVAARTWET, 1951 (WET NO. 57 VAN 1951).]

BEVOEGDHEIDSERTIFIKAAT AS BEKWAME DEKHAND.

No._____

NAAM EN BESKRYWING VAN SEEMAN.

Familienaam. (In drukskrif.)	Voorname. (In drukskrif).	Geboorteplek.	Geboortedatum.	Nasionaliteit.	Lengte.	Kleur van oë.	Kleur van hare.	Ras (d.w.s. blanke, Kleurling, Naturel, ens.).	Tatoeëer- of ander onderskeidingsmerke.	No. van verslagboek.

Hiermee word gesertifiseer dat bogenoemde seeman geëksamineer was te_____ op die_____ dag van_____ 19____, in die onderwerpe wat vir bekwame dekhande voorgeskryf is en dat hy behoorlik in die eksamen geslaag het.

Gedateer te_____ hierdie_____ dag van_____ 19____

AMPTELIKE STEMPEL.

Eksaminator.

Datum_____

Handtekening van Seeman.

UNIE VAN SUID-AFRIKA. *BYLAE D.*

DEPARTEMENT VAN DOEANE EN AKSYNS (MARINE-AFDELING).

[HANDELSKEEPVAARTWET, 1951 (WET NO. 57 VAN 1951).]

BEVOEGDHEIDSERTIFIKAAT AS VOLLE SEEMAN.

No._____

NAAM EN BESKRYWING VAN SEEMAN.

Familienaam. (In drukskrif).	Voorname. (In drukskrif).	Geboorteplek.	Geboortedatum.	Nasionaliteit.	Lengte.	Kleur van oë.	Kleur van hare.	Ras (d.w.s. blanke, Kleurling, Naturel, ens.).	Tatoeëer- of ander onderskeidingsmerke.	No. van verslagboek.

ANNEXURE B.

UNION OF SOUTH AFRICA.

DEPARTMENT OF CUSTOMS AND EXCISE (MARINE SECTION).

[MERCHANT SHIPPING ACT, 1951 (ACT No. 57 OF 1951).]

CERTIFICATE OF QUALIFICATION AS LIFEBOATMAN.

No._____

NAME AND DESCRIPTION OF SEAMAN.

Surname. (In block letters.)	Christian Names. (In block letters.)	Place of Birth.	Date of Birth.	Nationality.	Height.	Colour of Eyes.	Colour of Hair.	Race (i.e. European, Coloured, Native, etc.).	Tattoo or other Distinguishing Marks.	No. of Record Book.

This is to certify that the above-named seaman was examined at_____on the_____ day of_____19____, and has satisfied me that he understands the operations connected with the launching of lifeboats and the use of oars, that he is acquainted with the practical handling of the boats themselves and that he is capable of understanding and answering the orders relative to the handling of lifeboats.

Dated at_____this_____day of_____19____

OFFICIAL STAMP.

_____
Examiner.

Date_____

_____
Signature of Seaman.

ANNEXURE C.

UNION OF SOUTH AFRICA.

DEPARTMENT OF CUSTOMS AND EXCISE (MARINE SECTION).

[MERCHANT SHIPPING ACT, 1951 (ACT No. 57 OF 1951).]

CERTIFICATE OF QUALIFICATION AS EFFICIENT DECK HAND.

No._____

NAME AND DESCRIPTION OF SEAMAN.

Surname. (In block letters.)	Christian Names. (In block letters.)	Place of Birth.	Date of Birth.	Nationality.	Height.	Colour of Eyes.	Colour of Hair.	Race (i.e. European, Coloured, Native, etc.).	Tattoo or other Distinguishing Marks.	No. of Record Book.

This is to certify that the above-named seaman was examined at_____on the_____ day of_____19____, in the subjects prescribed for efficient deck hands and that he duly passed the examination.

Dated at_____this_____day of_____19____

OFFICIAL STAMP.

_____
Examiner.

Date_____

_____
Signature of Seaman.

ANNEXURE D.

UNION OF SOUTH AFRICA.

DEPARTMENT OF CUSTOMS AND EXCISE (MARINE SECTION).

[MERCHANT SHIPPING ACT, 1951 (ACT No. 57 OF 1951).]

CERTIFICATE OF QUALIFICATION AS ABLE SEAMAN.

No._____

NAME AND DESCRIPTION OF SEAMAN.

Surname. (In block letters.)	Christian Names. (In block letters.)	Place of Birth.	Date of Birth.	Nationality.	Height.	Colour of Eyes.	Colour of Hair.	Race (i.e. European, Coloured, Native, etc.).	Tattoo or other Distinguishing Marks.	No. of Record Book.

Nademaal aan my verslag gedoen is dat u behoorlik bevoegd bevind is om die pligte van 'n volle seeman in die handelsdiens te vervul, ken ek hiermee, ooreenkomstig die Handelskeepvaartwet, 1951 (Wet No. 57 van 1951), hierdie bevoegdhiedsertifikaat aan u toe.

Gedateer te_____ hierdie_____ dag van_____ 19____

_____
Direkteur van Handelskeepvaart.

Datum_____

_____
Handtekening van Seeman.

BYLAE E.

EKSAMINERING VIR 'N BEVOEGDHEIDSERTIFIKAAT AS REDDINGSBOOTMAN.

OPMERKINGS.—

(1) Dit is nie wenslik dat 'n eksamen vir 'n enkele kandidaat gereël word nie en daar word aanbeveel dat minstens 10 kandidate aanwesig is elke keer wanneer 'n eksamen gehou word. In gevalle waar die eienaar of gesagvoerder van 'n skip verlang dat lede van 'n bemanning geëksamineer moet word, is dit sy verantwoordelikheid om te verseker dat die verskeie aansoeke korrek is en dat die kandidate vir die eksaminering bymekaar gebring word.

(2) Die doel met die eksamen is om vas te stel of die kandidate opgelei is in al die verrigtings verbonde aan die tewaterlating van reddingsbote en die gebruik van roeispane, of hulle bekend is met die praktiese hantering van die bote self en of hulle by die vermoë is om bevele in verband met die hantering van die bote te begryp en uit te voer.

1. Die boot wat vir eksamendoeleindes gekies word, moet 'n reddingsboot wees wat vir passasierskepe goedgekeur is en moet ten volle toegerus wees sodat die seelui bekend sal wees met alle items van die toerusting wat hulle in staat sal stel om op enige passasierskip diens te verrig.

2. Kandidate moet bymekaar kom in reddingsbuise wat gedra moet word solank die eksamen duur, maar die eksaminator kan na eie goeddunke toelaat dat die kandidate vir 'n gedeelte van die eksamen met die reddingsbuise wegdoen.

3. Van 'n kandidaat word verwag—
   (i) dat hy moet deelneem aan die voorbereiding, uitswaai en neerlating van die boot en moet help om die boot van die skip af weg te kry; en dat hy moet bewys dat hy bevoegd is om met hierdie verrigtings belas te word;
   (ii) dat hy moet trek en stuur en as stuurman moet optree wanneer die boot drywend is;
   (iii) dat hy kennis moet dra van die besonderhede en gebruik van die toerusting;
   (iv) dat hy moet bewys dat hy al die bevele wat algemeen gebruik word tydens die boothanteringsverrigtings begryp.

4. Gedurende die eksaminering moet die verrigting om die boot van die stopblokke en remtoestelle af uit te swaai verskeie kere herhaal word, en elke keer moet die onderskeie posisies van die kandidate afgewissel word. Elke kandidaat wat aan die eksaminering deelneem, moet ook 'n kans kry om te help met die neerlating van die boot. Dit kan gereël word deur die boot trapsgewyse neer te laat in plaas daarvan dat slegs twee kandidate die neerlating in sy geheel waarneem.

5. Die neerlating van die boot moet geskied onder toesig van 'n skeepsoffisier of 'n verantwoordelike persoon wat deur die eienaar van die skip aangestel word. Die Direkteur aanvaar geen verantwoordelikheid vir enige ongeluk wat tydens die eksaminering mag plaasvind nie.

6. Die eksaminator kan die eksaminering in onderstaande volgorde afneem:—
   (i) Die bamanning van die boot, met hul reddingsbuise aan, tree aan in een enkele ry en staan met hul gesigte na die boot toe. Een van hulle word dan aangesê om as bootsman op te tree en hy gaan dan voort om aan die bemanning hul onderskeie pligte toe te sê, nl. dat party moet optree as neerlaters van die boot, een as boegman, een as slagroeier, en dat die ander aandag moet skenk aan die remtoestelle, stopblokke, ens. Die slagroeier neem sy stand in langs die agterstewe van die boot, die boegman langs die boeg, en die neerlaters teenoor die takeltoue.
   (ii) Terwyl elkeen in hierdie posisie staan, word hulle ondervra in verband met hul kennis van die besonderhede van die boot, die toerusting en bestuur daarvan en van die ontkoppelingsinrigting, indien daar is, wat aan die boot aangebring is.
   (iii) Maak gereed: Wanneer die bootsman die bevel „ Maak Gereed " gee, verwyder die bemanning gesamentlik die boot se bedekking en spantoestelle indien dit op hul plekke is, en dan klim die boegman en die slagroeier in die boot. Die boegman sien toe dat die vanglyn onbelemmerd is en gereed om na die dek toe aangegee te word en hy sien ook toe dat die voorste reddingslyn onbelemmerd is. Die slagroeier sien toe dat die agterste tou onbelemmerd is, druk die proppe in die propgate en maak hom gereed om die roer of stuurspaan in posisie te bring. Sowel die boegman as die slagroeier behoort toe te sien dat die roeispane en boothake onbelemmerd en gereed vir gebruik is. Die persone wat die boot neerlaat, sorg dat die takeltoue gespan en behoorlik bevestig is en dat hulle onbelemmerd kan beweeg. Ander lede van die bemanning, volgens die pligte aan hulle toegesê, maak die remtoestelle los (buiteboordse remtoestelle eerste) en sorg dat die stopblokke en remtoestelle verwyder word en die boot gereed is om van stapel te loop. Die bemanning, met die uitsondering van die boegman en die slagroeier, neem dan weer hul vorige posisies i
   (iv) Uitswaai: Wanneer hierdie bevel gegee word, word die boot so vinnig moontlik uitgeswaai en vierkantig langs die skip se kant bring en die veiligheidstoue word bevestig. Die vanglyn word vorentoe aangegee tot by 'n geskikte posisie en die roer of stuursp word in posisie gebring. Voordat die boot te water gelaat word, moet die verrigting om die boot uit te swaai vanaf die st waar dit met remtoestelle en stopblokke bevestig is verskeie kere herhaal word (die verwydering van die bedekking en spantoestelle hoef nie weer behandel te word nie). Elke keer moet 'n ander kandidaat as bootsman optree en moet die posisie van die ander lede afgewissel word.
   (v) Neerlaat: Op hierdie bevel word die boot neergelaat en moet sorg gedra word dat hy so na as moontlik op 'n gelyke kiel gehou word. Wanneer die boot drywend is, neem die res van die bemanning hul plekke in die boot in. Die roeiers haak die takeltoue los, bring die buiteboordse roeimikke in posisie en hou hul roeispane gereed. Die boegman trek die vanglyn in of maak dit los en saam met die slagroeier stoot hulle die boot met 'n boothaak of roeispaan van die skip se kant af weg. Elke lid van die bemanning moet op sy beurt deelneem aan die werklike tewaterlating van die boot. Dit kan gedoen word deur die boot trapsgewyse neer te laat.
   (vi) Stil en voort: Die bevel „ Stil " word gegee wanneer dit weens die een of ander misverstand of ongeluk, of vir instruksiedoeleindes nodig is om die verrigtings te staak. Op hierdie bevel hou elke man op met die werk waarmee hy besig is, bly stil op sy plek staan, en as die bevel gegee word terwyl die boot neergelaat word, maak die neerlaters onmiddellik die takeltoue vas met nog 'n draai om die hake of slag om die hand om hulle te bevestig. Op die bevel „ Voort " word die verrigtings hervat.
   (vii) Oefening terwyl die boot drywend is: Elke lid van die bemanning moet gevra word om sy beurt te neem om te roei, te stuur en om bevele te gee soos „ stuurboord toe trek," „ bakboord agtertoe," „boeg binnetoe," asook om te help om die seile te span, die anker te laat dryf en om die boot naasaan die skip te bring. (Die bevele „ stuurboord toe trek " en „ bakboord agtertoe " moet nie verwar word met die bevele van die roerganger nie.)

Whereas it has been reported to me that you have been found duly qualified to fulfil the duties of an able seaman in the merchant service, I do hereby, in pursuance of the Merchant Shipping Act, 1951 (Act No. 57 of 1951), grant you this certificate of qualification.

Dated at_____ this_____ day of_____ 19____

_____
Director of Merchant Shipping.

Date_____

_____
Signature of Seaman.

ANNEXURE E.

EXAMINATION FOR A CERTIFICATE OF QUALIFICATION AS LIFEBOATMAN.

NOTES.—

(1) It is not desirable that an examination be arranged for a single candidate and it is recommended that at least 10 candidates be present on each occasion. Where a shipowner or master of a ship desires that members of a crew be examined, it is his responsibility to ensure that the various applications are in order and that the men are assembled for the examination.

(2) The purpose of the examination is to determine whether candidates have been trained in all the operations connected with the launching of lifeboats and the use of oars, whether they are acquainted with the practical handling of the boats themselves and whether they are capable of understanding and answering the orders relative to the handling of lifeboats.

1. The boat selected for examination purposes shall be a lifeboat approved for passenger ships and shall be fully equipped so that seamen will be acquainted with all items of equipment which will enable them to serve on any passenger ship.

2. Candidates shall muster in lifejackets which are to be worn throughout the examination, but the examiner may at his discretion allow them to be dispensed with during a portion of the examination.

3. A candidate shall be required—
   (i) to take part in the preparation, swinging out and lowering of the boat, and in getting the boat away from the ship; and to show that he is competent to take charge of these operations;
   (ii) to pull and steer, and act as coxwain when the boat is afloat;
   (iii) to know the details and use of the equipment;
   (iv) to show that he understands all the orders commonly used during the operation of boat handling.

4. In the examination the operation of swinging the boat out from a chocked and griped position will be repeated several times, the respective positions of the men being varied each time. Each candidate in the examination shall also act as one of the lowerers; this may be arranged by lowering the boat by stages, instead of the complete lowering of the boat being effected with two men only acting as lowerers.

5. The lowering of the boat shall be under the supervision of a ship's officer or a responsible person appointed by the owner. The Director shall not accept responsibility for any accident which may occur in the course of the examination.

6. The following is the order of examination which may be followed by examiners:—
   (i) The boat's crew fall in standing in single line with lifejackets on facing the boat. One of them is then told to act as coxswain and he proceeds to detail the crew to their several duties such as to act as lowerers, bowman, stroke, and to attend gripes, chocks, etc. The stroke oarsman takes up his station abreast of the stern post, the bowman abreast of the stem, and the lowerers opposite the falls.
   (ii) Whilst in this position they are questioned as to their knowledge of the details of the boat, its equipment and management, and of the disengaging gear, if any, fitted to the boat.
   (iii) Clear away: On the coxswain giving the order " Clear Away," the boat's covers and spreaders if any place are removed by the combined crew, and the bowman and stroke oarsman get into the boat. The bowman sees that the painter is clear and ready to pass to the deck and also sees that the forward lifeline is clear. The stroke oarsman sees the after line clear, ships the plug and prepares to ship the rudder or steering oar. Both these men should see that oars and boat hooks are clear and ready for use. The lowerers see that the falls are taut and properly belayed and clear for running. Other members, as detailed release the gripes (outboard gripes first) and see that the chocks and gripes are clear, and the boat ready for running out. The crew then return to their former positions with the exception of the bowman and stroke oarsman.
   (iv) Swing out: At this order the boat is swung out as quickly as possible and brought square to the ship's side and the guys secured. The painter is passed forward to a suitable position and the rudder or steering oar shipped. Before the boat is lowered, the operation of swinging out from the chocked and griped position (there is no reason to deal with covers or spreaders again) should be repeated several times. A different man should act as coxswain each time, and position of the other members should be varied.
   (v) Lower away: At this order the boat is lowered, care being taken that she is kept as near as possible on an even keel. When the boat is waterborne the remainder of the crew will take their places in the boat. The oarsmen will unhook the falls, ship outboard crutches, and toss their oars. The bowman either hauls in or slips the painter, and with the stroke oarsman shoves the boat away from the ship's side with boat hook or oar. Each member of the crew should take part in the actual lowering of the boat in turn. This can be done by lowering in stages.
   (vi) Still and carry on: The order " Still " is given when, through some misunderstanding or accident, or for the purpose of instruction it is necessary to suspend operations. At this order each man stops what he is doing, retaining his position and remaining silent, and if the order is given whilst the boat is being lowered the lowerers immediately take an extra turn of the falls or belay them. At the order " Carry On " operations are resumed.
   (vii) Practice afloat: Each member of the crew should be required to take turn in rowing, steering and giving orders such as " pull starboard," " back port," " in bow," also in assisting to set the sail, float the anchor and bring the boat alongside. (The orders " pull starboard," and " back port," should not be confused with helm orders.)

BYLAE F.

KWALIFISERENDE EKSAMEN VIR 'N BEVOEGDHEIDSERTIFIKAAT AS BEKWAME DEKHAND OF VOLLE SEEMAN.

SILLABUS.

(a) Skeepvaarkennis.

'n Kandidaat word in die volgende onderwerpe getoets—

(1) die betekenis van algemene skeepvaartterme;
(2) die name en funksies van verskeie dele van die skip (bv. dekke, kompartemente, ballastenke, suigkorwe, ens.);
(3) kennis van die kompas en die vermoë om by benadering die peiling van 'n voorwerp in terme van punte op die boeg te kan aangee;
(4) begrip van die bevele van die roerganger;
(5) die lees, stroming en optrek van 'n patente log (snelheidsmeter);
(6) merke op 'n handloodlyn, hoe om die handloodlyn te gooi en korrek verslag te doen oor die peilings aldus verkry;
(7) die patente peilingsmasjien: hoe om dit op te takel en oorboord te gooi; en
(8) skoonhou van die skip en persoonlike higiëne.

(b) Praktiese werk.

'n Kandidaat word in die volgende onderwerpe getoets en vir sover moontlik deur praktiese demonstrasies—

(1) knope, wat algemeen gebruik word. Kinke, lusse, ens., wat algemeen gebruik word. Hoe om 'n bindsel aan die ent van 'n kabel te maak om uitrafeling te voorkom. Hoe om die ent van 'n werplyn met 'n sjouermans- en kruisknoop of ander eenvoudige metode af te werk.
Hoe om 'n stopper aan 'n kabeltou of laaiboomhyser te sit. Hoe om 'n seising (vasklemtoutjie) aan te sit;
(2) splitsing. Manilla-tou. Oogsplitsing, korte splitsing, lang splitsing, en agtersplitsing; draadtou. Oogsplitsing en dubbele splitsing;
('n Demonstrasie van die dubbele splitsing word nie vereis nie.)
(3) Hoe om die takeltou of derde hand van 'n boot te reef;
(4) hoe om 'n stellasie met stroppe op te hys en 'n bootsmanstoel op te takel;
(5) Hoe om te stuur;
(6) die optakeling van 'n laaiboom. Hantering van 'n lier, koppelings- en ontkoppelings-inrigting en die gebruik daarvan. Algemene voorsorgsmaatreëls wat getref moet word voor en gedurende die werking met 'n lier, hetsy dit vir laaiwerk of trekwerk gebruik word;
(7) die gebruik van 'n ankerspil by ankerwerk en trekwerk. Die berging van 'n ankerketting in die kettingbak en die bevestiging van die anker vir uitvaring;
(8) kennis van die skeepstuig wat gebruik word vir laaiwerk en 'n begrip van die gebruik daarvan. Algemene instandhoudingswerk met spesiale klem op die herstel van die rammelskywe en veiligheidskatrolle;
(9) die veilige hantering van luikdeksels; die vaskeg en bevestiging van luikopenings; en
(10) die gebruik, versorging en instandhouding van reddingtoestelle.

(c) Bootwerk.

Van 'n kandidaat sal vereis word dat hy die eksaminator tevrede moet stel dat—

(1) hy bevele met betrekking tot die tewaterlating en die hantering en bestuur van 'n reddingsboot onder seil begryp en kan uitvoer;
(2) hy 'n begrip het van die algemene beginsels van bootbestuur in 'n stroombed en in slegte weer; en wat betref landing op alle soorte strande of in branders; en
(3) hy bekend is met 'n reddingsboot en sy toerusting en die aansit en bestuur van die enjin van 'n kragaangedrewe boot.

ANNEXURE F.

QUALIFYING EXAMINATION FOR A CERTIFICATE OF QUALIFICATION AS EFFICIENT DECK HAND OR ABLE SEAMAN.

SYLLABUS.

(a) Nautical knowledge.

A candidate shall be tested on the following subjects—

(1) the meaning of common nautical terms;
(2) the names and functions of various parts of the ship (e.g. decks, compartments, ballast tanks, strum boxes, etc.);
(3) knowledge of the compass and ability to report the approximate bearing of an object in terms of points on the bow;
(4) understanding helm orders;
(5) reading, streaming and hauling in a patent log;
(6) markings on a hand lead line, taking a cast of the hand lead and correctly reporting the soundings obtained;
(7) the patent sounding machine: how to rig it and take a cast; and
(8) ship cleanliness and personal hygiene.

(b) Practical work.

A candidate shall be tested on the following subjects and as far as possible by practical demonstrations—

(1) knots in common use. Hitches, bends, etc., in common use. Whipping a rope's end. Finishing off the end of a heaving line by a wall and crown knot or other simple method.
Putting a stopper on a hawser or derrick lift. Putting on a seizing;
(2) splicing. Manila rope. Eye splice, short splice, long splice and back splice; wire rope. Eye splice and cut splice. (Demonstration of the cut splice shall not be required.)
(3) reeving a boat's fall or luff tackle;
(4) slinging a stage and rigging a boatswain's chair;
(5) how to steer;
(6) rigging a derrick. Driving a winch, engaging and disengaging gears and their use. General precautions to be taken before and during operation of a winch whether used for working cargo or for warping;
(7) the use and operation of a windlass in anchor work and in warping. Stowage of chain cable in the chain locker and securing the anchor for sea;
(8) a knowledge of the gear used in cargo work and an understanding of its uses. General maintenance with special reference to the overhauling of gin blocks and guy blocks;
(9) the safe handling of hatch covers; battening down and securing a hatchway; and
(10) the use, care and maintenance of lifesaving appliances.

(c) Boat work.

A candidate shall be required to satisfy the examiner that—

(1) he understands and can carry out orders relating to lifeboat launching and operation and the management of a boat under sail;
(2) he understands the general principles of boat management in a tideway and in bad weather; and in landing on all kinds of beaches or in a surf; and
(3) he is familiar with a lifeboat and its equipment and the starting and running of the engine of a powered boat.

No. 1123 (Unie).] [26 Julie 1957.

MARINE-AFDELING.

Onderstaande ontwerp-regulasies voorgestel om kragtens die bepalings van subartikel (1) van artikel *drie honderd ses-en-vyftig* gelees saam met subartikels (2) en (4) van artikel *eenhonderd-en-dertien* van die Handelskeepvaartwet, 1951 (Wet No. 57 van 1951), uitgevaardig te word, word hierby vir algemene inligting gepubliseer. Persone wat kommentaar wil lewer of aanbevelings wil doen kan hulle aan die Kommissaris van Doeane en Aksyns, Marine-afdeling, Posbus 376, Pretoria, op of voor 30 September 1957 deurstuur.

Regulasies waarby die uitreiking van verslagboeke aan seemanne, met inbegrip van vissermanne, voorgeskryf word.

INHOUD.

1. Opskrif van hierdie regulasies.
2. Woordbetekenis.
3. Aansoek om 'n seeman of visserman se verslagboek.
4. Eerste uitreiking van 'n seeman of visserman se verslagboek.
5. Aansoek op 'n plek waar daar nie 'n bevoegde beampte is nie.
6. Ontslagsertifikaat. [Artikel *eenhonderd-en-dertien* (2).]
7. Verslag oor die gedrag, karakter en kwalifikasies van 'n seeman wat ontslaan word. [Artikel *eenhonderd-en-dertien* (4).]
8. Verlore verslagboeke.
9. Verslagboeke wat geskend of beskadig is of wat vol is.
10. Terugbetaling van gelde wat betaal is.

Bylae A.—Aansoek om verslagboek van seeman visserman (vorm M. 39).

Bylae B.—Verslagboek en ontslagsertifikate van seeman.

Bylae C.—Verslagboek van visserman.

Bylae D.—Tussentydse Ontslagsertifikaat (vorm M. 40).

Bylae E.—Verslag oor die gedrag, karakter en kwalifikasies van 'n seeman wat ontslaan word (vorm M. 41).

Bylae F.—Aansoek om 'n nuwe verslagboek om een te vervang wat verlore, geskend of beskadig is of wat vol is (vorm M. 42).

OPSKRIF VAN HIERDIE REGULASIES.

1. Hierdie regulasies heet die verslagboekregulasies.

WOORDBETEKENIS.

In hierdie regulasies, tensy uit die samehang anders blyk, beteken—

(*a*) „dienskontrak", 'n dienskontrak, uitgesonderd 'n ooreenkoms met die bemanning, waarmee 'n seeman of visserman onderneem om op 'n vaartuig diens te doen; en

(*b*) „visserman", 'n seeman wat op 'n vissersboot of 'n robbevaarder in diens geneem is,

en enige verwysing na uitdrukkings of woorde wat in die Handelskeepvaartwet, 1951, voorkom, moet, tensy uit die samehang anders blyk, uitgelê word volgens die betekenis by die Wet daaraan gegee.

[LET WEL.—In artikel *twee* van die Wet verskyn onderstaande woordbepalings:—

„Direkteur", die Direkteur van Handelskeepvaart wat kragtens artikel *vyf* aangestel is;

„vissersboot", 'n skip van hoogstens eenduisend bruto-registerton wat vir gewin ter see visvang, maar dit omvat geen robbevaarder of walvisvaarder nie;

„gesagvoerder", ten opsigte van 'n skip, iemand (behalwe 'n loods) wat toesig het of gesag voer oor bedoelde skip;

No. 1123 (Union).] [26 July 1957.

MARINE SECTION.

The following draft regulations proposed to be made under the provisions of sub-section (1) of section *three hundred and fifty-six* read with sub-sections (2) and (4) of section *one hundred and thirteen* of the Merchant Shipping Act, 1951 (Act No. 57 of 1951), are hereby published for general information. Any person who wishes to make any comments or suggestions may submit them to the Commisioner of Customs and Excise, Marine Section, P.O. Box 376, Pretoria, on or before the 30th September, 1957.

These regulations prescribe the issue of record books to seamen including fishermen.

CONTENTS.

1. Title of these Regulations.
2. Interpretation.
3. Application for a Seaman's or Fisherman's Record Book.
4. First Issue of a Seaman's or Fisherman's Record Book.
5. Application at Place where there is No Proper Officer.
6. Certificate of Discharge. [Section *one hundred and thirteen* (2).]
7. Report on the Conduct, Character and Qualifications of a Seaman Discharged. [Section *one hundred and thirteen* (4).]
8. Lost Record Books.
9. Mutilated or Damaged Record Books and Record Books Which Are Full.
10. Refund of Fees Paid.

Annexure A.—Application for Record Book of Seaman/Fisherman (Form M. 39).

Annexure B.—Seaman's Record Book and Certificates of Discharge.

Annexure C.—Fisherman's Record Book.

Annexure D.—Interim Certificate of Discharge (Form M. 40).

Annexure E.—Report on the Conduct, Character and Qualifications of a Seaman Discharged (Form M. 41).

Annexure F.—Application for a New Record Book to Replace One Which Has Been Lost, Mutilated, Damaged or Which is Full (Form M. 42).

TITLE OF THESE REGULATIONS.

1. These regulations are called the record books regulations.

INTERPRETATION.

2. In these regulations, unless the context indicates otherwise—

(*a*) "contract of service" means a contract of service, other than an agreement with the crew, in which a seaman or fisherman undertakes to serve in a vessel; and

(*b*) "fisherman" means a seaman employed on a fishing boat or a sealing boat,

and any reference to phrases or words which occur in the Merchant Shipping Act, 1951, unless the context indicates otherwise, shall be contrued as having the meaning assigned to them in that Act.

[NOTE.—Section *two* of the Act contains the following definitions:—

"Director" means the Director of Merchant Shipping appointed under section *five;*

"fishing boat" means any ship of not more than one thousand gross register tons engaged in sea fishing for profit, but does not include any sealing or whaling boat;

"master" means, in relation to a ship, any person (other than a pilot) having charge or command of such ship;

*„ bevoegde beampte ", die beampte wat deur die Minister aangewys is as die bevoegde beampte by die plek en ten opsigte van die saak waarna verwys word in die bepaling in hierdie Wet waarin die uitdrukking voorkom;

„ robbevaarder ", 'n skip van hoogstens eenduisend bruto-registerton wat uitsluitend vir robbevangs gebruik word;

„ walvisvaarder met landbasis ", 'n walvisvaarder wat sy gehele vangs vir verwerking in 'n fabriek wat aan wal in die Unie opgerig is, aflewer;

„ walvisvaarder ", n skip wat uitsluitend vir walvisvangs gebruik word, of waarop enige verwerking van die liggame of enige deel van die liggame van die walvisse wat deur ander walvisvaarders gevang word, plaasvind.

*" proper officer " means the officer designated by the Minister to be the proper officer at the place and in respect of the matter to which reference is made in the provision of this Act in which the expression occurs;

" sealing boat " means any ship of not more than one thousand gross register tons exclusively employed in seal-catching;

" shore-based whaling boat " means a whaling boat which delivers the whole of its catch to be processed in a factory established ashore in the Union; and

" whaling boat " means any ship engaged exclusively in whale-catching, or on which any processing takes place of the bodies or any portion of the bodies of the whales caught by other whaling boats.

* Die voorneme bestaan om die Minister se magtiging te verkry om die volgende beamptes as „ bevoegde beamptes " in die Unie aan te wys:—

Te Kaapstad en Durban: Die Hoofbeampte van die Marine-opnemingskantoor.
Te Port Elizabeth en Oos-Londen: Die Koopvaardymeester.
Te Mosselbaai, Port Nolloth, Luderitz en Walvisbaai: Die Ontvanger van Doeane.]

* It is proposed to seek the Minister's authority to designate the following officers as " proper officers " in the Union:—

At Cape Town and Durban: The Principal Officer of the Marine Survey Office.
At Port Elizabeth and East London: The Shipping Master.
At Mossel Bay, Port Nolloth, Luderitz and Walvis Bay: The Collector of Customs.]

AANSOEK OM 'N SEEMAN OF VISSERMAN SE VERSLAGBOEK.

3. (1) Elke seeman—

(*a*) uitgesonderd 'n visserman, wat 'n ooreenkoms met die bemanning onderteken het of wat 'n dienskontrak gesluit het, en aan wie 'n seeman se verslagboek nie uitgereik is nie; en

(*b*) wat 'n visserman is en wat 'n ooreenkoms met die bemanning onderteken het of wat 'n dienskontrak gesluit het, en aan wie 'n visserman se verslagboek nie uitgereik is nie,

moet onverwyld vorm M. 39 wat in Bylae A uiteengesit word, voltooi en dit persoonlik by 'n bevoegde beampte indien vir die uitreiking aan hom van 'n seeman se verslagboek of 'n visserman se verslagboek, na gelang van die geval. (Vergelyk ook regulasie 5.)

(2) Terselfdertyd moet die seeman (uitgesonderd 'n visserman) of 'n visserman die oorspronklike sertifikate voorlê wat benodig word om die bevoegde beampte in staat te stel om die relevante inskrywings in die verslagboek te maak.

(3) Die seeman (uitgesonderd 'n visserman) of visserman moet terselfdertyd ook by die bevoegde beampte twee foto's van homself, grootte 2½ duim by 1½ duim, indien, en 'n bedrag van 2s. 6d. betaal.

APPLICATION FOR A SEAMAN'S OR FISHERMAN'S RECORD BOOK.

3. (1) Every seaman—

(*a*) other than a fisherman, who has signed an agreement with the crew or who has entered into a contract of service, and to whom a seaman's record book has not been issued; and

(*b*) who is a fisherman, who has signed an agreement with the crew or who has entered into a contract of service and to whom a fisherman's record book has not been issued,

shall forthwith complete form M. 39 set forth in Annexure A, and shall personally hand it to a proper officer for the issue to him of a seaman's record book or a fisherman's record book, as the case may be. (See also regulation 5.)

(2) At the same time the seaman (other than a fisherman) or a fisherman shall submit the original certificates which are required to enable the proper officer to make the relevant entries in the record book.

(3) The seaman (other than a fisherman) or fisherman shall also at the same time hand to the proper officer two photographs of size 2½ in. by 1½ in. of himself and pay a fee of 2s. 6d.

EERSTE UITREIKING VAN 'N SEEMAN OF VISSERMAN SE VERSLAGBOEK.

4. (1) Die bevoegde beampte kan, nadat hy homself tevrede gestel het dat die besonderhede wat in vorm M. 39 verstrek word, korrek is, hulle, in die geval van 'n seeman, uitgesonderd 'n visserman, in die seeman se verslagboek, waarvan besonderhede op bladsye ..... tot ... van Bylae B verstrek word, of, in die geval van 'n visserman, in die visserman se verslagboek, waarvan besonderhede op bladsye ..... tot ..... van Bylae C verstrek word, oorskryf.

(2) Na voltooiing deur die bevoegde beampte van die verklaring wat op bladsy 4 van die verslagboek verskyn, moet die seeman (uitgesonderd 'n visserman) of visserman die boek onderteken in die ruimte wat op bladsy 5 daarvan verskaf word, waarna die bevoegde beampte die boek aan hom uitreik.

FIRST ISSUE OF A SEAMAN'S OR FISHERMAN'S RECORD BOOK.

4. (1) The proper officer may, after satisfying himself that the particulars appearing on form M. 39 are correct, transcribe them, in the case of a seaman other than a fisherman into the seaman's record book, details of which are set out in pages ... to ... of Annexure B, or, in the case of a fisherman, into the fisherman's record book, details of which are set out in pages ... to ... of Annexure C.

(2) After completion by the proper officer of the declaration appearing on page 4 of the record book, the seaman (other than a fisherman) or fisherman shall sign the book in the space provided on page 5 thereof, and the proper officer shall hand the book to him.

AANSOEK OP 'N PLEK WAAR DAAR NIE 'N BEVOEGDE BEAMPTE IS NIE.

5. (1) Op 'n plek waar daar nie 'n bevoegde beampte is nie moet die seeman (uitgesonderd 'n visserman) of visserman vorm M. 39 voltooi en dit, saam met die bedrag van 2s. 6d., twee foto's van homself en ander dokumente wat ooreenkomstig regulasie 3 vereis word aan sy werkgewer of 'n persoon wat deur die werkgewer gemagtig is of aan 'n polisiebeampte indien.

APPLICATION AT PLACE WHERE THERE IS NO PROPER OFFICER.

5. (1) At a place where there is no proper officer the seaman (other than a fisherman) or fisherman shall complete form M. 39 and hand it with the fee of 2s. 6d., two photographs and other documents required in terms of regulation 3 to his employer or some other person authorised by the employer or a police officer.

Die werkgewer, of ander persoon deur hom gemagtig, of polisiebeampte moet die sertifikaat op bladsy 4 van vorm M. 39 voltooi en dit, saam met die nodige bylaes, aan die naaste bevoegde beampte deurstuur.

(2) Wanneer die bevoegde beampte die dokumente van die werkgewer, of ander persoon deur die werkgewer gemagtig, of van 'n polisiebeampte ontvang, handel hy hulle af op die wyse uiteengesit in paragraaf (1) van regulasie 4. Die voltooide boek word daarna teruggestuur aan die seeman (uitgesonderd 'n visserman) of visserman deur bemiddeling van die stasiebevelvoerder van die Suid-Afrikaanse Polisie op die plek waar sodanige seeman of visserman woonagtig is, en vermelde stasiebevelvoerder voltooi dan die verklaring wat op bladsy 4 van die verslagboek verskyn, en nadat die seeman (uitgesonderd 'n visserman) of visserman die boek geteken het in die ruimte wat op bladsy 5 daarvan verskaf word, gee die stasiebevelvoerder die boek aan hom.

ONTSLAGSERTIFIKAAT. [Artikel *eenhonderd-en-dertien* (2).]

6. Wanneer 'n seeman (uitgesonderd 'n visserman) of 'n visserman wat 'n ooreenkoms met die bemanning onderteken het of 'n dienskontrak gesluit het, ontslaan word—

(*a*) reik die gesagvoerder, in die geval van 'n seeman, uitgesonderd 'n visserman, aan hom 'n ontslagsertifikaat uit in die vorm wat voorgeskryf word en in een van die ruimtes wat verskaf word op bladsye 8 tot 37 van die seeman se verslagboek wat aan hom uitgereik is; of

(*b*) reik die eienaar, in die geval van 'n visserman, of, as die eienaar nie beskikbaar is nie, die gesagvoerder, aan hom 'n ontslagsertifikaat uit in die vorm wat voorgeskryf word en in een van die ruimtes wat verskaf word op bladsye 8 tot 27 van die visserman se verslagboek wat aan hom uitgereik is,

en in die ontslag moet al die besonderhede vermeld word vir die optekening waarvan op genoemde bladsye voorsiening gemaak word: Met dien verstande dat, in gevalle waar 'n seeman (uitgesonderd 'n visserman) of 'n visserman om enige rede nie 'n verslagboek besit nie, die gesagvoerder of eienaar, na gelang van die geval, aan daardie seeman of visserman 'n tussentydse ontslagsertifikaat moet uitreik in die vorm M. 40 wat in Bylae D uiteengesit word. So 'n tussentydse sertifikaat is geldig vir 'n tydperk van ses maande vanaf die datum waarop dit uitgereik word of totdat die besonderhede daarin vermeld ingeskryf word in die verslagboek van die seeman (uitgesonderd 'n visserman) of visserman, watter tydperk ook al die kortste is, en daarna is dit nie meer geldig of van krag nie. Van so 'n tussentydse sertifikaat moet afstand gedoen word wanneer die verslagboek uitgereik word.

VERSLAG OOR DIE GEDRAG, KARAKTER EN KWALIFIKASIES VAN 'N SEEMAN WAT ONTSLAAN WORD. [Artikel *eenhonderd-en-dertien* (4).]

7. Wanneer 'n seeman (uitgesonderd 'n visserman) of 'n visserman wat 'n ooreenkoms met die bemanning onderteken het of 'n dienskontrak gesluit het, ontslaan word, moet—

(*a*) die gesagvoerder, in die geval van 'n seeman, uitgesonderd 'n visserman; of

(*b*) die eienaar, in die geval van 'n visserman of as die eienaar nie beskikbaar is nie, die gesagvoerder,

aan die bevoegde beampte voor wie die ontslag plaasvind 'n verslag verstrek in die vorm M. 41 wat in Bylae E uiteengesit word waarin die gedrag karakter en kwalifikasies van die seeman (uitgesonderd 'n visserman) of visserman wat ontslaan word, beskryf word, of waarin verklaar word dat hy weier om 'n mening daaroor uit te spreek.

VERLORE VERSLAGBOEKE.

8. (1) 'n Seeman (uitgesonderd 'n visserman) of 'n visserman wat sy verslagboek verloor het en wat verlang dat 'n nuwe een aan hom uitgereik moet word, *kan*, en 'n seeman (uitgesonderd 'n visserman) of 'n visserman wat sy verslagboek verloor het en wat 'n ooreenkoms met die bemanning onderteken of wat 'n dienskontrak sluit, *moet* aansoekvorm M. 42 wat in Bylae F uiteengesit word, voltooi. Die verklaring aangaande die omstandighede waar-

The employer or other person authorised by him or a police officer shall complete the certificate on page 4 of form M. 39 and transmit it with the necessary enclosures to the nearest proper officer.

(2) The proper officer on receiving the papers from the employer, or other person authorised by the employer or a police officer, shall deal with them in the manner outlined in paragraph (1) of regulation 4. The completed book shall then be returned to the seaman (other than a fisherman) or fisherman, through the station commander of the South African Police at the place of residence of such seaman of fisherman, and the said station commander shall complete the declaration appearing on page 4 of the record book, and after the seaman (other than a fisherman) or fisherman has signed the book in the space provided on page 5 thereof, the station commander shall hand the book to him.

CERTIFICATE OF DISCHARGE (SECTION *one hundred and thirteen* (2)].

6. Upon the discharge of a seaman (other than a fisherman) or a fisherman who has signed an agreement with the crew or who has entered into a contract of service—

(*a*) the master, in the case of a seaman other than a fisherman, shall issue to him a certificate of discharge in the form prescribed and in one of the spaces provided on pages 8 to 37 of the seaman's record book issued to him; or

(*b*) the owner, in the case of a fisherman, or, if the owner is not available, the master, shall issue to him a certificate of discharge in the form prescribed and in one of the spaces provided on pages 8 to 27 of the fisherman's record book issued to him,

and shall set forth in such discharge all the particulars for the recording of which spaces are provided on the said pages: Provided that where a seaman (other than a fisherman) or a fisherman is for any reason not in possession of a record book, the master or owner as the case may be, shall issue to that seaman or fisherman an interim certificate of discharge in form M. 40 set forth in Annexure D. Such interim certificate shall be valid for a period of six months from the date on which it was issued or until the particulars appearing therein are entered in the record book of the seaman (other than a fisherman) or fisherman, whichever is the shorter period, and thereafter it shall cease to be of force or effect. Such interim certificate shall be surrendered when the record book is issued.

REPORT ON THE CONDUCT, CHARACTER AND QUALIFICATIONS OF A SEAMAN DISCHARGED [SECTION *one hundred and thirteen* (4)].

7. Upon the discharge of a seaman (other than a fisherman) or a fisherman who has signed an agreement with the crew or who has entered into a contract of service—

(*a*) the master in the case of a seaman other than a fisherman; or

(*b*) the owner in the case of a fisherman, or if the owner is not available, the master,

shall furnish to the proper officer before whom the discharge is made a report in form M. 41 set forth in Annexure E describing the conduct, character and qualifications of the seaman (other than a fisherman) or fisherman discharged, or stating therein that he declines to express an opinion thereon.

LOST RECORD BOOKS.

8. (1) A seaman (other than a fisherman) or a fisherman who has lost his record book and who desires the issue of a new one may, and a seaman (other than a fisherman) or a fisherman who has lost his record book and who signs an agreement with the crew or who enters into a contract of service *shall* complete application form M. 42, prescribed in Annexure F. The declaration as to the circumstances in which the book was lost shall be

in die boek verlore geraak het, moet voor 'n bevoegde beampte gemaak word of, as daar nie 'n bevoegde beampte is nie, voor 'n kommissars van ede of 'n polisiebeampte.

(2) Die voltooide aansoekvorm, tesame met 'n bedrag van 5s. en twee nuwe foto's (grootte 2½ dm. by 1½ dm.) van die applikant behoorlik deur die bevoegde beampte, kommissaris van ede of polisiebeampte gewaarmerk dat dit 'n ware weergawe van die applikant is, moet—

(i) waar daar 'n bevoegde beampte is, aan daardie beampte ingedien word; of

(ii) waar daar nie 'n bevoegde beampte is nie, deur die applikant aan die naaste bevoegde beampte deurgestuur word.

(3) In dien die Direkteur oortuig is dat die applikant sy verslagboek verloor het, kan hy aan hom 'n nuwe verslagboek uitreik, en daar word geag dat so 'n verslagboek net so geldig en van krag is as die oorspronklike een.

(4) As die applikant kan bewys dat sy verslagboek weens skipbreuk of brand aan boord verlore geraak het, is geen gelde betaalbaar nie.

VERSLAGBOEKE WAT GESKEND OF BESKADIG IS OF WAT VOL IS.

9. (1) 'n Seeman (uitgesonderd 'n visserman) of 'n visserman wie se verslagboek in so 'n mate geskend of beskadig is dat dit nie meer gebruik kan word nie of wie se verslagboek vol is en wat verlang dat 'n nuwe een aan hom uitgereik moet word, kan, en 'n seeman (uitgesonderd 'n visserman) of 'n visserman wie se verslagboek in so 'n mate geskend of beskadig is dat dit nie meer gebruik kan word nie of wie se verslagboek vol is en wat 'n ooreenkoms met die bemanning onderteken of 'n dienskontrak sluit, moet aansoekvorm M. 42 wat in Bylae F uiteengesit word, voltooi. In die geval van skending of beskadiging moet 'n verklaring van die omstandighede wat daartoe gelei het voor 'n bevoegde beampte, of as daar nie so 'n beampte is nie, voor 'n kommissaris van ede of 'n polisiebeampte gedoen word.

(2) Die voltooide aansoekvorm, tesame met die gelde [as gelde ooreenkomstig paragraaf (3) betaalbaar is], asook twee nuwe foto's van die applikant, grootte 2½ duim by 1½ duim, behoorlik deur die bevoegde beampte, kommissaris van ede of 'n polisiebeampte gewaarmerk dat dit 'n ware weergawe van die applikant is, moet—

(i) waar daar 'n bevoegde beampte is, aan daardie beampte ingedien word; of

(ii) waar daar nie 'n bevoegde beampte is nie deur die applikant aan die naaste bevoegde beampte deurgestuur word,

en die bevoegde beampte moet, indien hy tevrede is dat die applikant die regmatige eienaar van die verslagboek is en dat die verslagboek in so 'n mate geskend of beskadig is dat dit nie meer gebruik kan word nie of dat dit vol is, 'n nuwe verslagboek aan die applikant uitreik.

(3) Die gelde betaalbaar deur 'n applikant vir 'n nuwe verslagboek ooreenkomstig hierdie regulasie is 2s. 6d.; met dien verstande egter dat geen gelde betaalbaar is indien die verslagboek geskend of beskadig is as gevolg van skipbreuk of brand aan boord of as gevolg van billike slytasie of as 'n nuwe verslagboek uitgereik word ter vervanging van een wat vol is nie.

TERUGBETALING VAN GELDE WAT BETAAL IS.

10. (1) As 'n applikant aansoek gedoen het om 'n seeman se verslagboek of om 'n visserman se verslagboek of om die hernuwing van so 'n boek en die voorgeskrewe gelde betaal het, en sy aansoek afgekeur word, kan die Direkteur die gelde wat hy betaal het aan hom terugbetaal.

(2) Aansoek om terugbetaling van so 'n bedrag moet skriftelik aan 'n bevoegde beampte gestuur word of waar daar nie 'n bevoegde beampte is nie, aan die Direkteur, en dit moet besonderhede bevat van die bedrag wat betaal is, die nommer en datum van die kwitansie wat uitgereik is en die plek waar die gelde betaal is. Wanneer hy die aansoek ontvang, moet die bevoegde beampte sodanige aansoek, tesame met die naam en adres van die seeman (uitgesonderd 'n visserman) of visserman aan die Direkteur deurstuur.

made before a proper officer, or if there is no proper officer, then before a commissioner of oaths or a police officer.

(2) The completed application form together with a fee of 5s. and two new photographs of size 2½ inch by 1½ inch of the applicant, duly certified by the proper officer, commissioner of oaths or police officer as bearing a true likeness of the applicant, shall—

(i) where there is a proper officer, be handed to that officer; or

(ii) where there is no proper officer, be forwarded by the applicant to the nearest proper officer.

(3) If the Director is satisfied that the applicant has lost his record book, he may issue to him a new record book, and such record book shall be regarded as having the same force and effect as the original.

(4) No fee shall be chargeable if the applicant proves that his record book was lost through shipwreck or fire aboard ship.

MUTILATED OR DAMAGED RECORD BOOKS AND RECORD BOOKS WHICH ARE FULL.

9. (1) A seaman (other than a fisherman) or a fisherman whose record book is mutilated or damaged to such an extent that it can no longer be used or whose record book is full and who desires the issue of a new one may, and a seaman (other than a fisherman) or a fisherman whose record book is mutilated or damaged to such an extent that it can no longer be used or whose record book is full and who signs an agreement with the crew or who enters into a contract of service shall complete application form M. 42, prescribed in Annexure F. In the case of mutilation or damage, a declaration as to the circumstances shall be made before a proper officer, or if there is no proper officer, then before a commissioner of oaths or a police officer.

(2) The completed application form, together with the fee [if such is payable in terms of paragraph (3)] and accompanied by two new photographs of size 2½ inch by 1½ inch of the applicant, duly certified by the proper officer, commissioner of oaths or police officer as bearing a true likeness of the applicant, shall—

(i) where there is a proper officer, be handed to that officer; or

(ii) where there is no proper officer, be forwarded by the applicant to the nearest proper officer,

and the proper officer shall, if he is satisfied that the applicant is the rightful owner of the record book and that the record book is mutilated or damaged to such an extent that it can no longer be used or that it is full, issue to the applicant a new book.

(3) The fee payable by an applicant for a new record book in terms of this regulation shall be 2s. 6d.: Provided, however, that no fee shall be chargeable if the record book has been mutilated or damaged through shipwreck or fire aboard ship or through fair wear and tear or where a new record book is issued in replacement of one which is full.

REFUND OF FEES PAID.

10. (1) Where an applicant has applied for a seaman's record book or a fisherman's record book or the renewal of such a book and has paid the prescribed fee, and his application is not successful the fee paid may be refunded to him by the Director.

(2) An application for a refund shall be made in writing to a proper officer, or where there is no proper officer to the Director, and shall contain particulars of the amount paid, the number and date of the receipt issued and the place where the fee was paid. The proper officer, when application is made to him, shall transmit such application together with the name and address of the seaman (other than a fisherman) or fisherman to the Director.

M. 39.
BYLAE A.

UNIE VAN SUID-AFRIKA.

DEPARTEMENT VAN DOEANE EN AKSYNS (MARINE-AFDELING).
[HANDELSKEEPVAARTWET, 1951 (WET No. 57 VAN 1951).]

AANSOEK OM VERSLAGBOEK VAN *SEEMAN/*VISSERMAN.

(Hierdie aansoek moet vergesel word deur getuigskrifte of ander geskikte bewys van vorige seediens, tesame met twee foto's, grootte 2½" × 1½" van die applikant en 'n bedrag van 2s. 6d.).

BESONDERHEDE VAN APPLIKANT.

Familienaam (in drukskrif)_____
Voorname (in drukskrif)_____
Datum en plek van geboorte_____
Ras [meld: blanke, Kleurling, Naturel, Indiër of ander (spesifiseer)]_____
Gelaatskleur_____
Tatoeëer- of ander onderskeidingsmerke_____

Lengte.		Kleur van—	
Voet.	Duim.	Oë.	Hare.

NAAM, VERWANTSKAP EN ADRES VAN NAASBESTAANDE OF NAASTE VRIEND.

Naam_____
Verwantskap_____
Adres_____
Adres van applikant (indien verskillend van bostaande)_____

SERTIFIKAAT WAT DEUR APPLIKANT VOLTOOI MOET WORD.

Hiermee sertifiseer ek dat die besonderhede wat in hierdie aansoek verskyn waar en juis is.

Handtekening van Applikant.

Datum_____

Plek_____

* Skrap woord wat nie van toepassing is nie.

BESONDERHEDE VAN BEKWAAMHEIDSERTIFIKAAT.

Graad.	No.	Owerheid wat dit uitreik en datum.

BESONDERHEDE VAN DIENSSERTIFIKAAT.

Graad.	No.	Owerheid wat dit uitreik en datum.

BESONDERHEDE VAN OPLEIDINGSKURSUSSE.

Datum van kursus.	Besonderhede van kursus.	Sertifikaat behaal.

ANDER KWALIFIKASIES.

(Volle seeman-gradering, koksertifikate, bekwame dekhandsertifikate, gediplomeerde reddingsbootman, ens.).

VERSLAG VAN VORIGE SEEDIENS.

Datum.		Naam van vaartuig.	Beskrywing van reis. [Meld of vreemdevaart, kusvaart, visvang, ander (spesifiseer).]	Rang of gradering.	Bekwaamheid.	Gedrag.
Vanaf.	Tot.					

M. 39.
ANNEXURE A.

UNION OF SOUTH AFRICA.

DEPARTMENT OF CUSTOMS AND EXCISE (MARINE SECTION).
[MERCHANT SHIPPING ACT, 1951 (ACT No. 57 OF 1951).]

APPLICATION FOR RECORD BOOK OF *SEAMAN / *FISHERMAN.

(This application shall be accompanied by testimonials or other suitable proof of previous sea service together with two photographs of size 2½″ × 1½″ of the applicant and a fee of 2s. 6d.).

PARTICULARS OF APPLICANT.

Surname (in block letters)_____
Christian names (in block letters)_____
Date and place of birth_____
Race [state: European, Coloured, Native, Indian, or other (specify)]_____
Complexion_____
Tattoo or other distinguishing marks_____

Height.		Colour of—	
Feet.	Inches.	Eyes.	Hair.

NAME, RELATIONSHIP AND ADDRESS OF NEXT-OF-KIN OR NEAREST FRIEND.

Name_____
Relationship_____
Address_____
Address of applicant (if different from above)_____

CERTIFICATE TO BE COMPLETED BY APPLICANT.

I hereby certify that the particulars appearing in this application are true and correct.

Date_____ Signature of Applicant.
Place_____

* Delete word which does not apply.

DETAILS OF CERTIFICATE OF COMPETENCY.

Grade.	No.	Issuing Authority and Date.

DETAILS OF CERTIFICATE OF SERVICE.

Grade.	No.	Issuing Authority and Date.

DETAILS OF TRAINING COURSES.

Date of Course.	Particulars of Course.	Certificate Obtained.

OTHER QUALIFICATIONS.

(A.B. rating, cook's certificates, efficient deck hand certificates, certificated lifeboatman, etc.).

RECORD OF PREVIOUS SEA SERVICE.

Date.		Name of Vessel.	Description of Voyage. [State whether foreign-going, coasting, fishing, other (specify).]	Rank or Rating.	Ability.	Conduct.
From.	To.					

Moet voltooi word deur werkgewer of persoon deur werkgewer gemagtig, of polisiebeampte as aansoek gedoen word by 'n plek waar daar geen bevoegde beampte is nie.

*Aan die.....

Aansoek, tesame met die voorgeskrewe bedrag van 2s. 6d., word hiermee deurgestuur vir oorweging, en ek sertifiseer hiermee dat die besonderhede wat op hierdie vorm voorkom tot die beste van my wete waar en juis is, en dat die twee ingeslote foto's 'n ware weergawe van die applikant is.

Bylae (getuigskrifte, sertifikate, ens.).....

Adres.....

.....

.....

Datum.....

Handtekening en Ampstitel van Werkgewer Persoon deur hom Gemagtig of Polisiebeampte.

* Vul hier die adres van die naaste bevoegde beampte in.

SLEGS VIR AMPTELIKE GEBRUIK.

AAN DIE DIREKTEUR VAN HANDELSKEEPVAART,
PRETORIA.

Hiermee sertifiseer ek dat verslagboek No.....aan die applikant, wie se foto hierby aangeheg is, uitgereik is. Die bedrag van.....is betaal (volgens kwitansie No.....van.....).

FOTO VAN APPLIKANT.

KANTOORDATUMSTEMPEL.
Plek.....

Handtekening van Bevoegde Beampte.

BYLAE B.

VERSLAGBOEK EN ONTSLAGSERTIFIKATE VAN SEEMAN.

No.....

Familienaam (in drukskrif).....

Voorname (in drukskrif).....

NAAM, VERWANTSKAP EN ADRES VAN NAASBESTAANDE OF NAASTE VRIEND.

Naam.....

Verwantskap.....

Adres.....

Adres van houer (indien dit van bostaande verskil).....

Suid-Afrikaanse Handelskeepvaartwet, 1951 (Wet No. 57 van 1951), artikel *eenhonderd-en-dertien* van die Handelskeepvaartwet, 1951, lui:—

(1) Die gesagvoerder van 'n Suid-Afrikaanse skip ontslaan geen seeman wat die ooreenkoms met die bemanning onderteken het uit diens op die skip nie behalwe voor 'n bevoegde beampte en volgens die bepalings van hierdie Wet.

(2) By die ontslag van 'n seeman reik die gesagvoerder 'n ontslagsertifikaat in die voorgeskrewe vorm aan die seeman uit.

(3) By die ontslag van 'n seeman gee die gesagvoerder aan hom enige bekwaamheid- of bevoegheidsertifikaat terug wat aan hom behoort en wat in die bewaring van die gesagvoerder mag gewees het.

(4) Wanneer 'n seeman ontslaan word, verstrek die gesagvoerder aan die bevoegde beampte voor wie die ontslag plaasvind, in die voorgeskrewe vorm 'n verslag waarin die gedrag, karakter en kwalifikasies van die seeman beskryf word, of waarin in genoemde vorm verklaar word dat hy weier om 'n mening daaroor uit te spreek, en die bevoegde beampte gee, as die seeman dit verlang, aan hom of endosseer op sy ontslagsertifikaat 'n afskrif van sodanige verslag. As die gesagvoerder in genoemde verslag verklaar dat hy weier om 'n mening oor die gedrag, karakter of kwalifikasies van die seeman uit te spreek, teken hy in die amptelike skeepsjoernaal sy redes vir sodanige weiering aan, en, as die seeman dit verlang, lees hy in teenwoordigheid van die bevoegde beampte die aldus aangetekende redes aan hom voor. Die bevoegde beampte bied die seeman, wanneer doenlik, 'n redelike geleentheid om 'n verklaring oor sodanige verslag af te lê.

(5) Die bevoegde beampte stuur die verslag asook die seeman se verklaring, as daar een is, wat ingevolge sub-artikel (4) aan hom verstrek word, aan die Direkteur, en dié teken dit aan.

KENNISGEWING AAN SEELUI.

(1) Hierdie verslagboek is 'n verslag van u diens en dit moet aan òf die bevoegde beampte òf 'n werkgewer voorgelê word wanneer u om 'n betrekking aansoek doen. U mag dit moeilik vind om sonder hierdie boek werk ter see te vind.

(2) Dit is die plig van elke gesagvoerder om aan 'n seeman wat van sy vaartuig ontslaan word, 'n ontslagsertifikaat te gee waarin sy dienstyd en die datum en plek van sy ontslag vermeld word. Dit is in u belang om te verseker dat volledige besonderhede in verband met u seediens in hierdie boek aangeteken word.

(3) As u dros of in gebreke bly om by u vaartuig aan te sluit, sal u boek, na verloop van 'n bepaalde tyd, aan die Direkteur van Handelskeepvaart, Pretoria, gestuur word. Indien u aansoek doen om die heruitreiking daarvan, kan dit aan u terugbesorg word met 'n aantekening in die ontslag- en karakterkolomme dat die dienstyd nie voltooi was nie, maar as u opsetlik of weens wangedrag versuim het om by u vaartuig aan te sluit, kan die Minister, kragtens artikel *eenhonderd nege-en-sewentig* van die Handelskeepvaartwet, 1951, die boek vir 'n tydperk wat hy goed ag, terughou en weier om afskrifte van u ontslagsertifikate of gesertifiseerde uittreksels van besonderhede van diens en karakter te verskaf.

(4) Ingeval u hierdie boek verloor, moet u dadelik die naaste bevoegde beampte of die Direkteur van Handelskeepvaart, Pretoria, in kennis stel. Aansoek om 'n nuwe verslagboek moet aan die naaste bevoegde beampte gerig word en twee nuwe foto's (grootte $2\frac{1}{2}'' \times 1\frac{1}{2}''$), behoorlik gewaarmerk, en 'n bedrag van 5s. moet die aansoekvorm vergesel. Indien u kan bewys dat u boek as gevolg van skipbreuk of brand aan boord van die skip verlore geraak het, is geen gelde betaalbaar nie.

L.W.—As hierdie boek in die besit van enigeen kom aan wie dit nie behoort nie, moet dit by die naaste bevoegde beampte of polisiekantoor ingedien word of, gemerk I.D.V.H.M., aan die Direkteur van Handelskeepvaart, Pretoria, gestuur word.

To be completed by employer or person authorised by employer or police officer if application is made at a place where there is no proper officer.

*To the_____

The application together with the prescribed fee of 2s. 6d. is forwarded herewith for consideration, and I hereby certify that the particulars appearing on this form are to the best of my knowledge true and correct, and that the two enclosed photographs bear a true likeness of the applicant.
Enclosures (testimonials, certificates, etc.)_____

Address_____

_____

Date_____ Signature and Designation of Employer or Person Authorised by Him or Police Officer.

* Insert here the address of the nearest proper officer.

FOR OFFICIAL USE ONLY.

TO THE DIRECTOR OF MERCHANT SHIPPING,
PRETORIA.

I hereby certify that Record Book No._____ has been issued to the applicant whose photograph is affixed. The fee of_____ has been brought to account (*vide* Receipt No._____ of_____).

PHOTOGRAPH OF APPLICANT.

OFFICE DATE STAMP.
Place_____ Signature of Proper Officer.

ANNEXURE B.

SEAMAN'S RECORD BOOK AND CERTIFICATES OF DISCHARGE.

No._____

Surname (in block letters)_____
Christian names (in block letters)_____

NAME, RELATIONSHIP AND ADDRESS OF NEXT-OF-KIN OR NEAREST FRIEND.

Name_____
Relationship_____
Address_____
Address of holder (if different from above)_____

South African Merchant Shipping Act, 1951 (Act No. 57 of 1951), section *one hundred and thirteen* of the Merchant Shipping Act, 1951, reads:—

(1) The master of a South African ship shall not discharge a seaman who has signed the agreement with the crew from the ship, except before a proper officer and in accordance with the provisions of this Act.

(2) Upon the discharge of a seaman the master shall issue to the seaman a certificate of his discharge in the prescribed form.

(3) Upon the discharge of a seaman the master shall return to him any certificate of competency or qualification belonging to him which may have been in the custody of the master.

(4) When a seaman is discharged the master shall furnish to the proper officer before whom the discharge is made a report in the prescribed form describing the conduct, character and qualifications of the seaman, or stating in the prescribed form that he declines to express an opinion thereon, and the proper officer shall, if the seaman so desires, give to him or endorse on his certificate of discharge a copy of such report. If the master states in the said report that he declines to express an opinion on the conduct, character or qualifications of the seaman, he shall enter in the official log-book his reasons for so declining and shall, upon the request of the seaman, read out to him, in the presence of the proper officer, the reasons so entered. The proper officer shall, whenever practicable, give the seaman a reasonable opportunity to make a statement upon such report.

(5) The proper officer shall transmit the report, together with the seaman's statement, if any, furnished to him in terms of sub-section (4) to the Director, who shall record it.

NOTICE TO SEAMEN.

(1) This record book is a record of your service and it should be produced either to the proper officer or to an employer when you are seeking employment. Without this book you may find it difficult to obtain employment at sea.

(2) It is the duty of every master to give to a seaman discharged from his vessel a certificate of discharge specifying the period of service and the date and place of discharge. It is in your interests to ensure that full particulars in regard to your sea service are entered in this book.

(3) Should you desert or fail to join your vessel your book will, after a period, be forwarded to the Director of Merchant Shipping, Pretoria. If you apply for its re-issue, it may be returned to you containing an entry in the discharge and character columns that the engagement was not completed, but if you have wilfully or through misconduct failed to join your vessel, the Minister may under section *one hundred and seventy-nine* of the Merchant Shipping Act, 1951, withhold the book for such period as he thinks fit, and may refuse to furnish copies of your certificates of discharge or certified extracts of any particulars of service and character.

(4) In the event of your losing this book you should immediately notify the nearest proper officer, or the Director of Merchant Shipping, Pretoria. Application for a new record book must be made to the nearest proper officer and two new photographs (size 2½″ × 1½″), duly certified, and a fee of 5s. should accompany the application form. If you are able to prove that your book has been lost through shipwreck or fire aboard ship, no fee will be charged.

N.B.—Should this book come into the possession of any person to whom it does not belong, it should be handed to the nearest proper officer, or police station, or be transmitted to the Director of Merchant Shipping, Pretoria, marked O.H.M.S.

VERSLAGBOEK EN ONTSLAGSERTIFIKATE VAN SEEMAN.

VERKLARING.

Ek verklaar (i) dat die persoon op wie hierdie verslagboek betrekking het, my oortuig het dat hy (sy) 'n seeman is en (ii) dat die foto wat hierby aangeheg is, en waarop my amptelike stempel gedruk is, 'n ware weergawe van daardie persoon is, en dat die handtekening wat hierin voorkom sy (haar) ware handtekening is, dat hy (sy) die liggaamlike eienskappe besit soos hierin aangeteken en aan my die datum en plek van sy (haar) geboorte verklaar het soos hierin aangeteken.

Handtekening van Bevoegde Beampte.

Datum_____

Plek_____

FOTO VAN HOUER.

NAAM VAN SEEMAN.

Familienaam (in drukskrif)_____

Voorname_____

Ras [meld: Blanke, Kleurling, Naturel, Indiër, of ander (spesifiseer)]_____

Indien Naturel, meld:—

(1) Belastingno._____ (2) Stam_____

Lengte.		Kleur van—		Gelaatskleur.
Voet.	Duim.	Oë.	Hare.	

Datum en plek van geboorte_____

Tatoeëer- of ander onderskeidingsmerke_____

Unie of Vereniging_____

Naam_____ No._____

Handtekening van Seeman.

BESONDERHEDE VAN BEKWAAMHEIDSERTIFIKATE.

Graad.	No.	Owerheid wat dit uitreik en datum.	Gesertifiseer: Handtekening van bevoegde beampte en datum.

BESONDERHEDE VAN DIENSSERTIFIKATE.

Graad.	No.	Owerheid wat dit uitreik en datum.	Gesertifiseer: Handtekening van bevoegde beampte en datum.

BESONDERHEDE VAN OPLEIDINGSKURSUSSE.

Datum van kursus.	Besonderhede van kursus.	Sertifikaat behaal.	Gesertifiseer: Handtekening van bevoegde beampte en datum.

SEAMAN'S RECORD BOOK AND CERTIFICATE OF DISCHARGE.

DECLARATION.

I declare (i) that the person to whom this record book relates has satisfied me that he (she) is a seaman, and (ii) that the photograph affixed bearing my official stamp is a true likeness of that person, that the signature within is his (her) true signature, that he (she) possesses the physical characteristics entered within and has stated to me the date and place of his (her) birth as entered within.

Date.....

Place.....

.....
Signature of Proper Officer.

PHOTOGRAPH OF HOLDER.

NAME OF SEAMAN.

Surname (in block letters).....

Christian names.....

Race [state: European, Coloured, Native, Indian, or other (specify)].....

If Native, state:—

(1) Tax No..... (2) Tribe.....

Height.		Colour of—		Complexion.
Feet.	Inches.	Eyes.	Hair.	

Date and place of birth.....

Tattoo or other distinguishing marks.....

Union or Society.....

Name..... No.....

.....
Signature of Seaman.

DETAILS OF CERTIFICATES OF COMPETENCY.

Grade.	No.	Issuing Authority and Date.	Certified: Signature of Proper Officer and Date.

DETAILS OF CERTIFICATES OF SERVICE.

Grade.	No.	Issuing Authority and Date.	Certified: Signature of Proper Officer and Date.

DETAILS OF TRAINING COURSES.

Date of Course.	Particulars of Course.	Certificate Obtained.	Certified: Signature of Proper Officer and Date.

ANDER KWALIFIKASIES.

(Volle seeman-gradering, koksertifikaat, bekwame dekhandsertifikaat, gediplomeerde reddingsbootman, ens.).

ONTSLAGSERTIFIKATE.

(Saamgestel uit die lyste van bemanning en amptelike skeepsjoernale en afskrif van verslag van karakter, indien deur die seeman verlang.

No.	* Naam van skip en amptelike nommer en tonnemaat.†	Datum en plek van—		Rang of gradering.	Beskrywing van seereis.	Afskrif van verslag van karakter.		Handtekening van (1) gesagvoerder en van (2) bevoegde beampte en amptelike stempel.
		Indiensneming.	Ontslag.			Vir bekwaamheid.	Vir algemene gedrag.	
1					1			(1)
								(2)
2					2			(1)
								(2)
3					3			(1)
								(2)
4					4			(1)
								(2)

* Hierdie kolomme moet ten tye van indiensneming ingevul word.
† In ingenieur-offisiersboek, voeg in perdekrag. In radio-offisiersboek voeg in bruto-tonnemaat en radio-kategorie van skip.

HIERDIE RUIMTE MOET GEBRUIK WORD VIR AMPTELIKE INSKRYWINGS WAT DEUR DIE BEVOEGDE BEAMPTE VAN 'N HANDELSKEEPVAARTKANTOOR GEMAAK MOET WORD.

Datum van uitreiking.	* Sertifikate van mediese geskiktheid uitgereik deur.	Gesertifiseer: bevoegde beampte se handtekening en datum.

* Mediese sertifikate word ingevolge artikel *eenhonderd-en-een* van die Handelskeepvaartwet, 1951, vereis.

Gesigstoetse.

Datum.	Vir vorm.	Vir kleur.	Gesertifiseer: bevoegde beampte se handtekening en datum.

Inenting teen pokkies en inspuiting teen geelkoors en maagkoors.

(1) Pokkies.
(2) Geelkoors.
(3) Maagkoors.

Datum van uitreiking.	Mediese sertifikaat uitgereik deur.	Gesertifiseer: bevoegde beampte se handtekening en datum.
(1)		
(2)		
(3)		

OTHER QUALIFICATIONS.

(A.B. rating, cook's certificate, efficient deck hand certificate, certificated lifeboatman, etc.).

CERTIFICATES OF DISCHARGE.

(Compiled from lists of crew and official log-books and copy of report of character, if desired by the seaman).

No.	* Name of Ship and Official Number and Tonnage.†	Date and Place of—		Rank or Rating.	Description of Voyage.	Copy of Report of Character.		Signature of (1) Master; and of (2) Proper Officer and Official Stamp.
		* Engagement.	Discharge.			For Ability.	For General Conduct.	
1					1			(1)
								(2)
2					2			(1)
								(2)
3					3			(1)
								(2)
4					4			(1)
								(2)

* These columns are to be filled in at time of engagement.
† In engineer-officer's book insert horse-power. In radio officer's book insert gross tonnage and wireless classification of ship.

THIS SPACE TO BE USED FOR OFFICIAL ENTRIES TO BE MADE BY THE PROPER OFFICER OF A MERCANTILE MARINE OFFICE.

Date of Issue.	* Certificates of Medical Fitness issued by.	Certified: Proper Officer's Signature and Date.

* Medical certificates are required in terms of section *one hundred and one* of the Merchant Shipping Act, 1951.

Sight tests.

Date.	Form Vision.	Colour Vision.	Certified: Proper Officer's Signature and Date.

Vaccination against smallpox and inoculation against yellow fever and typhoid fever.

(1) Small pox.
(2) Yellow fever.
(3) Typhoid.

Date of Issue.	Medical Certificate issued by.	Certified: Proper Officer's Signature and Date.
(1)		
(2)		
(3)		

VERSLAG VAN DIENS VOOR DIE INWERKINGTREDING VAN DIE HANDELSKEEPVAARTWET, 1951.

Datum.		Naam van skip.	Beskrywing van reis [meld of vreemde vaart, kusvaart, ander (spesifiseer).]	Rang.	Gedrag.	Bekwaamheid.
Vanaf.	Tot.					

TASSIE.

BYLAE C.

VERSLAGBOEK VAN VISSERMAN.

No._____

[SUID-AFRIKAANSE HANDELSKEEPVAARTWET, 1951 (WET NO. 57 VAN 1951).]

Familienaam (in drukskrif)_____

Voorname (in drukskrif)_____

NAAM, VERWANTSKAP EN ADRES VAN NAASBESTAANDE OF NAASTE VRIEND.

Naam_____

Verwantskap_____

Adres_____

Adres van houer (indien dit van bostaande verskil)_____

Artikel *eenhonderd-en-dertien* van die Handelskeepvaartwet, 1951, lui:—

(1) Die gesagvoerder van 'n Suid-Afrikaanse skip ontslaan geen seeman wat die ooreenkoms met die bemanning onderteken het uit diens op die skip nie behalwe voor 'n bevoegde beampte en volgens die bepalings van hierdie Wet.

(2) By die ontslag van 'n seeman reik die gesagvoerder 'n ontslagsertifikaat in die voorgeskrewe vorm aan die seeman uit.

(3) By die ontslag van 'n seeman gee die gesagvoerder aan hom enige bekwaamheid- of bevoegdheidsertifikaat terug wat aan hom behoort en wat in die bewaring van die gesagvoerder mag gewees het.

(4) Wanneer 'n seeman ontslaan word, verstrek die gesagvoerder aan die bevoegde beampte voor wie die ontslag plaasvind, in die voorgeskrewe vorm 'n verslag waarin die gedrag, karakter en kwalifikasies van die seeman beskryf word, of waarin in genoemde vorm verklaar word dat hy weier om 'n mening daaroor uit te spreek, en die bevoegde beampte gee, as die seeman dit verlang, aan hom of endosseer op sy ontslagsertifikaat 'n afskrif van sodanige verslag. As die gesagvoerder in genoemde verslag verklaar dat hy weier om 'n mening oor die gedrag, karakter of kwalifikasies van die seeman uit te spreek, teken hy in die amptelike skeepsjoernaal sy redes vir sodanige weiering aan, en, as die seeman dit verlang, lees hy in teenwoordigheid van die bevoegde beampte die aldus aangetekende redes aan hom voor. Die bevoegde beampte bied die seeman, wanneer doenlik, 'n redelike geleentheid om 'n verklaring oor sodanige verslag af te lê.

(5) Die bevoegde beampte stuur die verslag, asook die seeman se verklaring, as daar een is, wat ingevolge sub-artikel (4) aan hom verstrek word aan die Direkteur, en dié teken dit aan.

KENNISGEWING AAN VISSERMANNE.

(1) Hierdie verslagboek is 'n verslag van u diens en dit moet aan òf die bevoegde beampte òf 'n werkgewer voorgelê word wanneer u om 'n betrekking aansoek doen. U mag dit moeilik vind om sonder hierdie boek werk ter see te vind.

(2) Dit is die plig van elke gesagvoerder/eienaar om aan 'n visserman wat van sy vaartuig ontslaan word, 'n ontslagsertifikaat te gee waarin sy dienstyd en die datum en plek van sy ontslag vermeld word. Dit is in u belang om te verseker dat volledige besonderhede in verband met u seediens in hierdie boek aangeteken word.

(3) As u dros of in gebreke bly om by u vaartuig aan te sluit, sal u boek, na verloop van 'n bepaalde tyd, aan die Direkteur van Handelskeepvaart, Pretoria, gestuur word. Indien u aansoek doen om die heruitreiking daarvan, kan dit aan u terugbesorg word met 'n aantekening in die ontslag- en karakterkolomme dat die dienstyd nie voltooi is nie, maar as u opsetlik of weens wangedrag versuim het om by u vaartuig aan te sluit, kan die Minister, kragtens artikel *eenhonderd nege-en-sewentig* van die Handelskeepvaartwet, 1951, die boek vir 'n tydperk wat hy goed ag, terughou en weier om afskrifte van u ontslagsertifikate of gesertifiseerde uittreksels van besonderhede van diens en karakter te verskaf.

(4) Ingeval u hierdie boek verloor, moet u dadelik die naaste bevoegde beampte of die Direkteur van Handelskeepvaart, Pretoria, in kennis stel. Aansoek om 'n nuwe verslagboek moet aan die naaste bevoegde beampte gerig word en twee nuwe foto's (grootte $2\frac{1}{2}'' \times 1\frac{1}{2}''$), behoorlik gewaarmerk, en 'n bedrag van 5s. moet die aansoekvorm vergesel. Indien u kan bewys dat u boek as gevolg van skipbreuk of brand aan boord van die skip verlore geraak het, is geen gelde betaalbaar nie.

L.W.—As hierdie boek in die besit van enigeen kom aan wie dit nie behoort nie, moet dit by die naaste bevoegde beampte of polisiekantoor ingedien word of, gemerk I.D.V.H.M., aan die Direkteur van Handelskeepvaart, Pretoria, gestuur word.

VERSLAGBOEK VAN VISSERMAN.

VERKLARING.

Ek verklaar (i) dat die persoon op wie hierdie verslagboek betrekking het, my oortuig het dat hy 'n visserman is en (ii) dat die foto wat hierby aangeheg is, en waarop my amptelike stempel gedruk is, 'n ware weergawe van daardie persoon is, en dat die handtekening wat hierin voorkom sy ware handtekening is, dat hy die liggaamlike eienskappe besit soos hierin aangeteken en aan my die datum en plek van sy geboorte verklaar het soos hierin aangeteken.

Handtekening van Bevoegde Beampte.

Datum_____

Plek_____

FOTO VAN HOUER.

NAAM VAN VISSERMAN.

Familienaam (in drukskrif)_____

Voorname_____

Ras [meld: blanke, Kleurling, Naturel, Indiër of ander (spesifiseer).]

RECORD OF SERVICE PRIOR TO COMMENCEMENT OF THE MERCHANT SHIPPING ACT, 1951.

Date.		Name of Ship.	Description of Voyage [state whether foreign-going, coasting, other (specify).]	Rank.	Conduct.	Ability.
From.	To.					

WALLET.

ANNEXURE C.

FISHERMAN'S RECORD BOOK.

No._____

[SOUTH AFRICAN MERCHANT SHIPPING ACT, 1951 (ACT NO. 57 OF 1951).]

Surname (in block letters)_____

Christian names (in block letters)_____

NAME, RELATIONSHIP AND ADDRESS OF NEXT-OF-KIN OR NEAREST FRIEND.

Name_____

Relationship_____

Address_____

Address of holder (if different from above)_____

Section *one hundred and thirteen* of the Merchant Shipping Act, 1951, reads:—

(1) The master of a South African ship shall not discharge a seaman who has signed the agreement with the crew from the ship, except before a proper officer and in accordance with the provisions of this Act.

(2) Upon the discharge of a seaman the master shall issue to the seaman a certificate of his discharge in the prescribed form.

(3) Upon the discharge of a seaman the master shall return to him any certificate of competency or qualification belonging to him which may have been in the custody of the master.

(4) When a seaman is discharged the master shall furnish to the proper officer before whom the discharge is made a report in the prescribed form describing the conduct, character and qualifications of the seaman, or stating in the prescribed form that he declines to express an opinion thereon, and the proper officer shall, if the seaman so desires, give to him or endorse on his certificate of discharge a copy of such report. If the master states in the said report that he declines to express an opinion on the conduct, character or qualifications of the seaman, he shall enter in the official log-book his reasons for so declining, and shall, upon the request of the seaman, read out to him, in the presence of the proper officer, the reasons so entered. The proper officer shall, whenever practicable, give the seaman a reasonable opportunity to make a statement upon such report.

(5) The proper officer shall transmit the report, together with the seaman's statement, if any, furnished to him in terms of sub-section (4) to the Director, who shall record it.

NOTICE TO FISHERMEN.

(1) This record book is a record of your service and it should be produced either to the proper officer or to an employer when you are seeking employment. Without this book you may find it difficult to obtain employment at sea.

(2) It is the duty of every master/owner to give to a fisherman discharged from his vessel a certificate of discharge specifying the period of service and the date and place of discharge. It is in your interests to ensure that full particulars in regard to your sea service are entered in this book.

(3) Should you desert or fail to join your vessel your book will, after a period, be forwarded to the Director of Merchant Shipping, Pretoria. If you apply for its re-issue, it may be returned to you containing an entry in the discharge and character columns that the engagement was not completed, but if you have wilfully or through misconduct failed to join your vessel, the Minister may under section *one hundred and seventy-nine* of the Merchant Shipping Act, 1951, withhold the book for such period as he thinks fit, and may refuse to furnish copies of your certificates of discharge or certified extracts of any particulars of service and character.

(4) In the event of your losing this book you should immediately notify the nearest proper officer, or the Director of Merchant Shipping, Pretoria. Application for a new record book must be made to the nearest proper officer and two new photographs (size 2½" × 1½"), duly certified, and a fee of 5s. should accompany the application form. If you are able to prove that your book has been lost through shipwreck or fire aboard ship, no fee will be charged.

N.B.—Should this book come into the possession of any person to whom it does not belong, it should be handed to the nearest proper officer, or police station, or be transmitted to the Director of Merchant Shipping, Pretoria, marked O.H.M.S.

FISHERMAN'S RECORD BOOK.

DECLARATION.

I declare (i) that the person to whom this record book relates has satisfied me that he is a fisherman and (ii) that the photograph affixed bearing my official stamp is a true likeness of that person, that the signature within is his true signature, that he possesses the physical characteristics entered within and has stated to me the date and place of his birth as entered within.

Date_____

Place_____

_____

Signature of Proper Officer.

PHOTOGRAPH OF HOLDER.

NAME OF FISHERMAN.

Surname (in block letters)_____

Christian names_____

Race [state European, Coloured, Native, Indian or other (specify).]

Lengte.		Kleur van—		Gelaatskleur.
Voet.	Duim.	Oë.	Hare.	

Datum en plek van geboorte.....
Tatoeëer- of ander onderskeidingsmerke.....
Unie of vereniging.....
Naam..... No.....

Handtekening van Visserman.

BESONDERHEDE VAN BEKWAAMHEIDSERTIFIKAAT.

Graad.	No.	Owerheid wat dit uitreik en datum.	Gesertifiseer: Handtekening van bevoegde beampte en datum.

BESONDERHEDE VAN DIENSSERTIFIKAAT.

Graad.	No.	Owerheid wat dit uitreik en datum.	Gesertifiseer: Handtekening van bevoegde beampte en datum.

BESONDERHEDE VAN OPLEIDINGSKURSUSSE.

Datum van kursus.	Besonderhede van kursus.	Sertifikaat behaal.	Gesertifiseer: Handtekening van bevoegde beampte en datum.

ANDER KWALIFIKASIES.

(Volle seeman-gradering, koksertifikaat, bekwame dekhandsertifikaat, gediplomeerde reddingsbootman, ens.).

VERSLAG VAN DIENS.

* Naam van vissersboot.	* Naam van eienaar/skipper.	Datum en plek van—		Rang of gradering.	*Aard van visvang.	Verslag van karakter.		Handtekening van bevoegde beampte of eienaar/skipper indien eersgenoemde nie beskikbaar is nie.
		* Indiensneming.	Ontslag.			Bekwaamheid.	Gedrag.	

* Hierdie kolomme moet ten tye van indiensneming ingevul word.

VERSLAG VAN SIEKTEVERLOF.

Tydperk.		Getal dae.	Handtekening van werkgewer.
Vanaf.	Tot.		

Height.		Colour of—		Complexion.
Feet.	Inches.	Eyes.	Hair.	

Date and place of birth.....

Tattoo or other distinguishing marks.....

Union or Society.....

Name..... No.....

Signature of Fisherman.

DETAILS OF CERTIFICATE OF COMPETENCY.

Grade.	No.	Issuing Authority and Date.	Certified: Signature of Proper Officer and Date.

DETAILS OF CERTIFICATE OF SERVICE.

Grade.	No.	Issuing Authority and Date.	Certified: Signature of Proper Officer and Date.

PARTICULARS OF TRAINING COURSES.

Date of Course.	Particulars of Course.	Certificate Obtained.	Certified: Signature of Proper Officer and Date.

OTHER QUALIFICATIONS.

(A.B. rating, cook's certificate, efficient deck hand certificate, certificated lifeboatman, etc.).

RECORD OF SERVICE.

* Name of Fishing Boat.	* Name of Owner/Skipper.	Date and Place of—		Rank of Rating.	*Nature of Fishing.	Report of Character.		Signature of Proper Officer or Owner/Skipper if former is not available.
		*Engagement.	Discharge.			Ability.	Conduct.	

* These columns are to be filled in at time of engagement.

RECORD OF SICK LEAVE.

Period.		No. of Days.	Signature of Employer.
From.	To.		

VERSLAG VAN JAARLIKSE VERLOF.

Tydperk.		Getal dae.	Handtekening van werkgewer.
Vanaf.	Tot.		

VERSLAG VAN WERKNEMERSONGEVALLE.

Datum van besering.	Datum waarop diens aanvaar is.	Getal dae.	Handtekening van werkgewer.

MEDIESE SERTIFIKATE INGEVOLGE ARTIKEL *eenhonderd-en-een* VAN DIE HANDELSKEEPVAARTWET, 1951, VEREIS.

Sertifikate van mediese geskiktheid uitgereik deur.	Datum van uitreiking.	Gesertifiseer: Bevoegde beampte se handtekening en datum.

GESIGSTOETSE.

Datum.	Vir vorm.	Vir kleur.	Gesertifiseer: Bevoegde beampte se handtekening en datum.

VERSLAG VAN DIENS VOOR DIE INWERKINGTREDING VAN DIE HANDELSKEEPVAARTWET, 1951.

Datum.		Naam van vaartuig.	Rang of gradering.	Gedrag.	Bekwaamheid.
Vanaf.	Tot.				

TASSIE.

M. 40.
BYLAE D.

UNIE VAN SUID-AFRIKA.

DEPARTEMENT VAN DOEANE EN AKSYNS (MARINE-AFDELING).
[HANDELSKEEPVAARTWET, 1951 (WET No. 57 VAN 1951).]

TUSSENTYDSE ONTSLAGSERTIFIKAAT.
[Artikel *eenhonderd-en-dertien* (2) van die Wet].

(OPMERKING.—Hierdie tussentydse sertifikaat is geldig vir 'n tydperk van ses maande vanaf die datum van uitreiking of totdat die besonderhede wat daarin verskyn in die verslagboek van die seeman of visserman aangeteken is. Dit moet afgestaan word wanneer die verslagboek uitgereik word).

Naam van skip.	Amptelike No.	Bruto-tonnemaat.	(1) Perde-krag.	Beskrywing van reis (bv. vreemde vaart, kusvaart, visvang, ens.).

RECORD OF ANNUAL LEAVE.

Period.		No. of Days.	Signature of Employer.
From.	To.		

RECORD OF WORKMEN'S COMPENSATION.

Date of Injury.	Date of Assumption of Duty.	No. of Days.	Signature of Employer.

MEDICAL CERTIFICATES REQUIRED IN TERMS OF SECTION *one hundred and one* OF THE MERCHANT SHIPPING ACT, 1951.

Certificates of Medical Fitness issued by.	Date of Issue.	Certified: Proper Officer's Signature and Date.

SIGHT TESTS.

Date.	Form Vision.	Colour Vision.	Certified: Proper Officer's Signature and Date.

RECORD OF SERVICE PRIOR TO COMMENCEMENT OF THE MERCHANT SHIPPING ACT, 1951.

Date.		Name of Vessel.	Rank or Rating.	Conduct.	Ability.
From.	To.				

WALLET.

M. 40.
ANNEXURE D.

UNION OF SOUTH AFRICA.

DEPARTMENT OF CUSTOMS AND EXCISE (MARINE SECTION).
[MERCHANT SHIPPING ACT, 1951 (ACT NO. 57 OF 1951).]

INTERIM CERTIFICATE OF DISCHARGE.
[Section *one hundred and thirteen* (2) of the Act).]

(NOTE.—This interim certificate is valid for a period of six months from the date of issue or until the particulars appearing therein are entered in the seaman's or fisherman's record book. It shall be surrendered when the record book is issued).

Name of Ship.	Official No.	Gross Tonnage.	(1) Horse Power.	Description of Voyage (e.g. foreign-going, coasting, fishing, etc.).

Volle name (in drukskrif) van seeman.	Geboorteplek.	Geboorte-datum.	Rang of gradering.	Besonderhede van bekwaamheid- of bevoegdheidsertifikaat (indien enige).

Datum en plek van indiensneming.	Datum en plek van ontslag.	(2) Afskrif van verslag van karakter.	
		Vir bekwaamheid.	Vir algemene gedrag.

Hiermee sertifiseer ek dat die besonderhede wat in hierdie sertifikaat verskyn juis is en dat bogenoemde seeman/visserman dienooreenkomstig ontslaan is.

Gedateer hierdie_____dag van_____19____.

(3)_____(Gesagvoerder/Eienaar). Gewaarmerk deur.

Datum_____

Hawe_____

Bevoegde Beampte.

Handtekening van seeman/visserman.

(1) In die geval van 'n radio-offisier moet die radio-kategorie van die skip ook ingevul word.
(2) Indien die seeman/visserman nie 'n verslag verlang nie, vul in „ Endossement nie Verlang nie."
(3) In die geval van 'n seeman, uitgesonderd 'n visserman, moet die gesagvoerder dit teken. In die geval van 'n visserman, moet die eienaar dit teken of, as die eienaar nie beskikbaar is nie, die gesagvoerder.

M. 41.
BYLAE E.

UNIE VAN SUID-AFRIKA.

DEPARTEMENT VAN DOEANE EN AKSYNS (MARINE-AFDELING).
[HANDELSKEEPVAARTWET, 1951 (WET No. 57 VAN 1951).]

VERSLAG OOR DIE GEDRAG, KARAKTER EN KWALIFIKASIES VAN 'N SEEMAN WAT ONTSLAAN WORD.
[Uitgereik kragtens artikel *eenhonderd-en-dertien* (4) van bogenoemde Wet.]

A.—BESKRYWING VAN SEEMAN.

Familienaam (in drukskrif).	Voorname (in drukskrif).	Geboorteplek.	Geboorte-datum.	Ras (d.w.s. blanke, Kleurling, Naturel, Indiër, ens.)	Rang of gradering.	No. van verslagboek.

B.—BESONDERHEDE VAN SKIP.

Naam van skip.	Registrasiehawe.	Amptelike nommer.	Bruto-tonnemaat.

C.—BESONDERHEDE VAN INDIENSNEMING EN ONTSLAG VAN SEEMAN.

Hawe van indiensneming.	Datum van indiens-neming.	Beskrywing van reis.	Hawe van ontslag.	Datum van ontslag.

Full Names (in block letters) of Seaman.	Place of Birth.	Date of Birth.	Rank or Rating.	Details of Certificate of Competency or Qualification (if any).

Date and Place of Engagement.	Date and Place of Discharge.	(2) Copy of Report of Character.	
		For Ability.	For General Conduct.

I certify that the particulars appearing in this certificate are correct and that the above-named seaman/fisherman was discharged accordingly.

Dated this_____ day of_____ 19____

(3)_____ (Master/Owner). Authenticated by.

Date_____

Port_____

Proper Officer.

Signature of Seaman/Fisherman.

(1) In the case of a radio officer, the wireless classification of the ship shall also be inserted.
(2) If the seaman/fisherman does not require a report, enter "Endorsement not Required."
(3) In the case of a seaman other than a fisherman, to be signed by the master. In the case of a fisherman, to be signed by the owner or, if the owner is not available, by the master.

M. 41.
ANNEXURE E.

UNION OF SOUTH AFRICA.

DEPARTMENT OF CUSTOMS AND EXCISE (MARINE SECTION).
[MERCHANT SHIPPING ACT, 1951 (ACT NO. 57 OF 1951).]

REPORT ON THE CONDUCT, CHARACTER AND QUALIFICATIONS OF A SEAMAN DISCHARGED.
[Issued in terms of section *one hundred and thirteen* (4) of the above-mentioned Act.]

A.—DESCRIPTION OF SEAMAN.

Surname (in block letters).	Christian Names (in block letters).	Place of Birth.	Date of Birth.	Race (i.e. European, Coloured, Native, Indian, etc.).	Rank or Rating.	No. of Record Book.

B.—DETAILS OF SHIP.

Name of Ship.	Port of Registry.	Official Number.	Gross Tonnage.

C.—DETAILS OF ENGAGEMENT AND DISCHARGE OF SEAMAN.

Port of Engagement.	Date of Engagement.	Description of Voyage.	Port of Discharge.	Date of Discharge.

D.—VERSLAG OOR GEDRAG, KARAKTER EN KWALIFIKASIES VAN SEEMAN.

Algemene gedrag.	Bekwaamheid (karakter en kwalifikasies).

Hawe waar vorm voltooi is.....

Datum..... Handtekening van gesagvoerder.

E.—VERKLARING DEUR SEEMAN.

Hawe waar verklaring gemaak is.....

Datum..... Handtekening van Seeman.

F.—VERSLAG DEUR BEVOEGDE BEAMPTE.

Hawe.....

AMPTELIKE DATUMSTEMPEL. Handtekening van Bevoegde Beampte.

OPMERKINGS:—

(1) By die ontslag van 'n seeman moet die geagvoerder hierdie vorm in duplo voltooi en dit aan die bevoegde beampte gee wat een afskrif moet behou en die ander afskrif aan die Direkteur van Handelskeepvaart moet stuur.

(2) In gevalle waar die gesagvoerder weier om 'n mening oor die gedrag, karakter en kwalifikasies van 'n seeman uit te spreek moet die vorm nogtans voltooi word, maar in afdeling D moet die gesagvoerder slegs aanteken dat hy weier om 'n mening oor hierdie eienskappe uit te spreek. As die seeman dit verlang, moet 'n afskrif van hierdie verslag aan hom gegee word of die gesagvoerder se verklaring in sy verslagboek geëndosseer word.

M. 42.
BYLAE F.

UNIE VAN SUID-AFRIKA.

DEPARTEMENT VAN DOEANE EN AKSYNS (MARINE-AFDELING).

[HANDELSKEEPVAARTWET, 1951 (WET NO. 57 VAN 1951).]

AANSOEK OM 'N NUWE VERSLAGBOEK OM EEN TE VERVANG WAT VERLORE, GESKEND OF BESKADIG IS OF WAT VOL IS.

OPMERKINGS:—

(1) Hierdie vorm moet vergesel word deur twee nuwe foto's (grootte 2½" × 1½") van die applikant en die voorgeskrewe bedrag, en moet aan die naaste bevoegde beampte gegee of gestuur word.

(2) Die voorgeskrewe gelde is 5s. in die geval van 'n verslagboek wat verlore is, en 2s. 6d. in die geval van 'n boek wat geskend of beskadig is. Geen gelde is betaalbaar vir die vervanging van 'n boek wat vol is nie.

NAAM VAN APPLIKANT EN ADRES.

Familienaam (in drukskrif).	Voorname (in drukskrif).	Adres.

Geboorteplek.	Geboortedatum.

Besonderhede van diens na die verkryging van die verslagboek wat nou vervang moet word. (In die geval van 'n geskende of beskadigde boek of een wat vol is, as die inskrywings leesbaar is, skryf oor hierdie afdeling slegs die woorde „Volgens aangehegte verslagboek." In die geval van 'n verlore boek, moet bewys ter skraging van diens voorgelê word).

Naam van skip.	Rang of gradering.	Indien in vreemde vaart, kusvaart of visvangsbedryf.	Service.	
			Vanaf.	Tot.

D.—REPORT ON CONDUCT, CHARACTER AND QUALIFICATIONS OF SEAMAN.

General Conduct.	Ability (character and qualifications).

Port where form completed_____

Date_____ Signature of Master.

E.—STATEMENT BY SEAMAN.

Port where statement made_____

Date_____ Signature of Seaman.

F.—REPORT BY PROPER OFFICER.

Port_____

OFFICIAL DATE STAMP. Signature of Proper Officer.

NOTES:—

(1) Upon the discharge of a seaman the master shall complete this form in duplicate and hand it to the proper officer who shall retain one copy and forward the other copy to the Director of Merchant Shipping.

(2) In cases where the master declines to express an opinion on the conduct, character and qualifications of a seaman, the form shall still be completed, but in Division D the master shall merely record that he declines to express an opinion on these features. If the seaman desires it, a copy of this report shall be handed to him or the master's statement endorsed in his record book.

M. 42.

ANNEXURE F.

UNION OF SOUTH AFRICA.

DEPARTMENT OF CUSTOMS AND EXCISE (MARINE SECTION).
[MERCHANT SHIPPING ACT, 1951 (ACT NO. 57 OF 1951).]

APPLICATION FOR A NEW RECORD BOOK TO REPLACE ONE WHICH HAS BEEN LOST, MUTILATED, DAMAGED, OR WHICH IS FULL.

NOTES:—

(1) This form shall be accompanied by two new photographs of size 2½″ × 1½″ of the applicant and the prescribed fee, and shall be handed or forwarded to the nearest proper officer.

(2) The prescribed fee is 5s. in the case of a record book which has been lost, and 2s. 6d. in the case of a mutilated or damaged book. No fee is charged for the replacement of a book which is full.

NAME OF APPLICANT AND ADDRESS.

Surname (in block letters).	Christian Names (in block letters).	Address.

Place of Birth.	Date of Birth.

Particulars of service after obtaining the record book which is now to be replaced. (In the case of mutilated or damaged book or one which is full, if the entries therein are legible, merely write accross this division " as per attached record book." In the case of a lost book, proof in support of service shall be submitted).

Name of Ship.	Rank or Rating.	Whether in Foreign-going, Coasting or Fishing Trade.	Service.	
			From.	To.

VERKLARING WAT DEUR DIE APPLIKANT VOOR 'N BEVOEGDE BEAMPTE GEMAAK MOET WORD.

Ek _____ die ondergetekende, van _____

verklaar hiermee dat my* _____

genommer was _____ en dat die boek aan my uitgereik was by die hawe _____

(*a*) Genoemde boek is vol.

(*b*) Genoemde boek is verlore/vernietig/geskend/beskadig. Die omstandighede is soos volg _____

[Skrap (*a*) of (*b*), watter ook al nie van toepassing is nie, en skrap die woorde in (*b*) wat nie van toepassing is nie.]

Ek verklaar voorts dat die besonderhede wat in hierdie vorm verskyn waar en juis is.

Datum _____ Handtekening van Applikant.

Verklaar voor my te _____ op hierdie _____ dag van _____ 19____ en dat die hernuwingsgelde van _____ betaal is volgens kwitansie Nr. _____ van _____

KANTOORDATUMSTEMPEL.

Plek _____ Handtekening van Bevoegde Beampte.

* Voeg in die woorde „ Verslagboek en Ontslagsertifikate van Seeman " of „ Verslagboek van Visserman ", al na gelang van die geval.

VERKLARING WAT VOLTOOI MOET WORD DEUR 'N APPLIKANT AS AANSOEK GEDOEN WORD BY 'N PLEK WAAR DAAR GEEN BEVOEGDE BEAMPTE IS NIE.

Ek _____, die ondergetekende, van _____

verklaar hiermee dat my* _____ genommer was _____ en dat

die boek aan my uitgereik was by die hawe _____

(*a*) Genoemde boek is vol.

(*b*) Genoemde boek is verlore/vernietig/geskend/beskadig. Die omstandighede is soos volg _____

[Skrap (*a*) of (*b*), watter ook al nie van toepassing is nie, en skrap die woorde in (*b*) wat nie van toepassing is nie.]

Ek verklaar voorts dat die besonderhede wat in hierdie vorm verskyn waar en juis is.

Plek _____ Handtekening van Applikant.

Datum _____

Verklaar voor my hierdie _____ dag van _____ 19____.

Datum _____ Handtekening en Ampstitel van Kommissaris van Ede of Polisiebeampte.

Plek _____

* Voeg in die woorde „ Verslagboek en Ontslagsertifikate van Seeman " of „ Verslagboek van Visserman ", al na gelang van die geval.

OPMERKING.—Die twee nuwe foto's wat die applikant moet deurstuur [sien opmerking (1) op eerste bladsy], moet deur die kommissaris van ede of polisiebeampte gewaarmerk word as 'n ware weergawe van die applikant.

SLEGS VIR AMPTELIKE GEBRUIK.

DIE DIREKTEUR VAN HANDELSKEEPVAART,
PRETORIA.

Aan u deurgestuur vir inligting/oorweging asseblief. * Die hernuwingsgelde van _____

(*a*) is tot rekening gebring soos op bladsy 2 hiervan aangedui;

(*b*) is tot rekening gebring per kwitansie No. _____ van _____ 19____,

(*c*) word ingesluit.

Die twee nuwe foto's behoorlik gesertifiseer, sowel as die volgende dokumente, word hierby aangeheg _____

Ander opmerkings _____

AMPTELIKE DATUMSTEMPEL.

Plek _____ Handtekening van Bevoegde Beampte.

* Skrap (*a*), (*b*) of (*c*), watter ook al nie van toepassing is nie.

Aansoek goedgekeur. Boek No. _____ uitgereik en deurgestuur aan _____

DECLARATION TO BE MADE BY THE APPLICANT BEFORE A PROPER OFFICER.

I_____the undersigned of_____

hereby declare that my*_____

was numbered_____and that the book was issued to me at the port of_____

(*a*) The said book is full.

(*b*) The said book is lost/destroyed/mutilated/damaged. The circumstances are the following_____

_____

[Delete (*a*) or (*b*), whichever is not applicable and delete the inapplicable words in (*b*).]

I declare further that the particulars appearing on this form are true and correct.

Date_____ Signature of Applicant.

Declared before me at_____on this_____day of

_____19____, and that the renewal fee of_____was brought to account *vide* Receipt No._____

of_____.

OFFICE DATE STAMP.

Place_____ Signature of Proper Officer.

* Insert the words "Seaman's Record Book and Certificates of Discharge" or "Fisherman's Record Book" as the case may be.

DECLARATION TO BE COMPLETED BY APPLICANT IF APPLICATION IS MADE AT A PLACE WHERE THERE IS NO PROPER OFFICER.

I_____, the undersigned, of_____

hereby declare that my*_____was numbered_____and that

the book was issued to me at the port of_____

(*a*) The said book is full.

(*b*) The said book is lost/destroyed/mutilated/damaged. The circumstances are the following_____

_____

[Delete (*a*) or (*b*), whichever is not applicable, and delete the inapplicable words in (*b*).]

I declare further that the particulars appearing on this from are true and correct.

Place_____

Date_____ Signature of Applicant.

Declared before me this_____day of_____19____.

Date_____

Signature and Designation of Commissioner of Oaths or Police Officer.

Place_____

* Insert the words "Seaman's Record Book and Certificates of Discharge" or "Fisherman's Record Book" as the case may be.

NOTE.—The two new photographs which the applicant is required to submit [see Note (1) on first page] must be certified by the commissioner of oaths or police officer as bearing a true likeness of the applicant.

FOR OFFICIAL USE ONLY.

THE DIRECTOR OF MERCHANT SHIPPING,
PRETORIA.

Submitted to you for information/consideration, please. * The renewal fee of_____

(*a*) has been accounted for as indicated on page 2 hereof;

(*b*) has been borught to account *vide* Receipt No._____of_____19____,

(*c*) is enclosed.

The two new photographs, duly certified, as well as the following documents are attached_____

_____

Other remarks_____

_____

OFFICIAL DATE STAMP.

Place_____ Signature of Proper Officer.

* Delete (*a*), (*b*) or (*c*), whichever is not applicable.

Application granted. Book No._____issued and forwarded to_____

No. 1124 (Unie).] [26 Julie 1957.

MARINE-AFDELING.

Onderstaande ontwerp-regulasies voorgestel om, kragtens die bepalings van paragraaf (xxxix) van subartikel (1) van artikel *driehonderd ses-en-vyftig*, gelees saam met subartikel (3) van artikel *eenhonderd-en-veertig* van die Handelskeepvaartwet, 1951 (Wet No. 57 van 1951), uitgevaardig te word, word hierby vir algemene inligting gepubliseer. Persone wat kommentaar wil lewer of aanbevelings wil doen kan hulle aan die Kommissaris van Doeane en Aksyns, Marine-afdeling, Posbus 376, Pretoria, op of voor 30 September 1957 deurstuur.

Regulasies waarby die betaling van vergoeding vir verlies van 'n seeman se eiendom as gevolg van risiko's ter see, voorgeskryf word.

INHOUD.

1. Opskrif van hierdie regulasies.
2. Woordbetekenis.
3. Vergoeding.
4. Appèlle.
5. Lewensverlies.

Bylae A.—Skaal van maksimum vergoeding vir verlies van persoonlike eiendom, instrumente, tegniese boeke en gereedskap.

OPSKRIF VAN HIERDIE REGULASIES.

1. Hierdie regulasies heet die regulasies betreffende die betaling van vergoeding vir verlies as gevolg van risiko's ter see.

WOORDBETEKENIS.

2. In hierdie regulasies, tensy uit die samehang anders blyk, beteken—

„ eiendom ", persoonlike eiendom, instrumente, tegniese boeke en gereedskap;

„ skip ", 'n Suid-Afrikaanse skip,

en enige verwysing na uitdrukkings of woorde wat in die Handelskeepvaartwet, 1951, voorkom, moet, tensy uit die samehang anders blyk, uitgelê word volgens die betekenis by die Wet daaraan gegee.

[LET WEL.—

(1) In artikel *twee* van die Wet verskyn onderstaande woordbepalings:—

„ Direkteur ", die Direkteur van Handelskeepvaart wat kragtens artikel *vyf* aangestel is;

„ gesagvoerder ", ten opsigte van 'n skip, iemand (behalwe 'n loods) wat toesig het of gesag voer oor bedoelde skip;

„ familiebetrekking ", in verband met 'n seeman, die vrou of ouer of 'n grootouer, kind, kleinkind, broer of suster van die seeman, of die voog van of die persoon wat toesig het oor 'n kind van die seeman;

„ eienaar ", iemand aan wie 'n skip of 'n aandeel in 'n skip behoort;

*„ bevoegde beampte ", die beampte wat deur die Minister aangewys is as die bevoegde beampte by die plek en ten opsigte van die saak waarna verwys word in die bepaling in hierdie Wet waarin die uitdrukking voorkom; of as geen sodanige aanwysing gemaak is nie—

(*a*) by 'n plek in die Unie, die hoofdoeanebeampte;

* Die voorneme bestaan om die Minister se magtiging te verkry om die volgende beamptes as „ bevoegde beamptes " in die Unie aan te wys:—

Te Kaapstad en Durban: Die Hoofbeampte van die Marine-opnemingskantoor.
Te Port Elizabeth en Oos-Londen: Die Koopvaardymeester.
Te Mosselbaai, Port Nolloth, Luderitz en Walvisbaai: Die Ontvanger van Doeane.

No. 1124 (Union).] [26 July 1957.

MARINE SECTION.

The following draft regulations proposed to be made under the provisions of paragraph (xxxix) of sub-section (1) of section *three hundred and fifty-six* read with sub-section (3) of section *one hundred and forty* of the Merchant Shipping Act, 1951 (Act No. 57 of 1951), are hereby published for general information. Any person who wishes to make any comments or suggestions may submit them to the Commissioner of Customs and Excise, Marine Section, P.O. Box 376, Pretoria, on or before the 30th September, 1957.

These regulations prescribe the payment of compensation for loss by marine peril of seamen's property.

CONTENTS.

1. Title of these Regulations.
2. Interpretation.
3. Compensation.
4. Appeals.
5. Loss of Life.

Annexure A.—Scale of Maximum Compensation for Loss of Personal Effects, Instruments, Technical Books and Tools.

TITLE OF THESE REGULATIONS.

1. These regulations are called the compensation for loss by marine peril regulations.

INTERPRETATION.

2. In these regulations, unless the context indicates otherwise—

" property " means personal effects, instruments, technical books and tools;

" ship " means a South African ship,

and any reference in these regulations to phrases or words which occur in the Merchant Shipping Act, 1951, shall be contrued as having the meaning assigned to them in that Act.

[NOTE.—

(1) Section *two* of the Act contains the following definitions:—

" Director " means the Director of Merchant Shipping appointed under section *five;*

" master " means, in relation to a ship, any person (other than a pilot) having charge or command of such ship;

" near relative " in relation to a seaman means the wife or parent or grandparent, child, grandchild, brother or sister of the seaman or the guardian or the person having the custody of a child of the seaman;

" owner " means any person to whom a ship or a share in a ship belongs;

*" proper officer " means the officer designated by the Minister to be the proper officer at the place and in respect of the matter to which reference is made in the provision of this Act in which the expression occurs; or if no such designation has been made—

(*a*) at a place in the Union, the chief officer of customs; or

* It is proposed to seek the Minister's authority to designate the following officers as " proper officers " in the Union:—

At Cape Town and Durban: The Principal Officer of the Marine Survey Office.
At Port Elizabeth and East London: The Shipping Master.
At Mossel Bay, Port Nolloth, Luderitz and Walvis Bay: The Collector of Customs.

(*b*) by 'n plek buite die Unie maar in 'n deel van die Statebond, die persoon aan wie kragtens die wet wat in daardie deel van die Statebond van krag is, die amp toevertrou is of die plig opgelê is waarna verwys word in die bepaling van hierdie Wet waarin die uitdrukking voorkom; of as daar geen sodanige persoon is nie, die persoon wat in paragraaf (*c*) van hierdie omskrywing aangedui word; of

(*c*) by 'n plek buite die Statebond, in die volgende volgorde:—

(i) 'n Konsulêre verteenwoordiger van die Unie; of

(ii) 'n diplomatieke verteenwoordiger van die Unie; of

(iii) 'n konsulêre verteenwoordiger van 'n land (behalwe die Unie) wat lid is van die Statebond; of

(iv) 'n diplomatieke verteenwoordiger van 'n land (behalwe die Unie) wat lid is van die Statebond;

„skeepsoffisier", 'n navigasie offisier of ingenieur-offisier, gediplomeerd of ongediplomeerd, wat as sodanig aan boord van 'n skip in diens is, maar dit omvat nie 'n gesagvoerder nie; en enige verwysing na 'n skeepsoffisier word by toepassing op 'n skip waarop 'n stuurman, bootsman, see-masjinis of assistent-see-masjinis in diens is, uitgelê asof dit 'n verwysing na 'n stuurman, bootsman, see-masjinis of assistent-see-masjinis insluit;

„Suid-Afrikaanse skip", 'n skip kragtens hierdie Wet in die Unie geregistreer of geag aldus geregistreer te wees.

(2) Kragtens subartikel (7) van artikel *eenhonderd-en-veertig* van die Wet omvat die uitdrukking „seeman" elke persoon wat gebruik word of diens doen in enige hoedanigheid aan boord van enige skip, maar in die geval van 'n skip wat 'n vissersboot is, omvat dit geen persoon wat geregtig is net op beloning by wyse van 'n aandeel in die winste of die bruto-verdienste van die boot nie.]

(*b*) at a place outside the Union but within a part of the Commonwealth, the person who, in terms of the law in force in that part of the Commonwealth, is entrusted with the function or burdened with the duty to which reference is made in the provision of this Act in which the expression occurs; or if there be no such person, the person indicated in paragraph (*c*) of this definition; or

(*c*) at a place outside the Commonwealth, in the following order:—

(i) A consular reprsentative of the Union; or

(ii) a diplomatic representative of the Union; or

(iii) a consular representative of a country (other than the Union) which is a member of the Commonwealth; or

(iv) a diplomatic representative of a country (other than the Union) which is a member of the Commonwealth;

"ship's officer" means a navigating officer or engineer officer, whether certificated or uncertificated, employed as such on board a ship, but does not include a master; and any reference to a ship's officer shall, in its application to a ship in which a mate, boatswain, marine engineman or assistant marine engineman is employed, be construed as including a reference to a mate, boatswain, marine engineman or assistant marine engineman;

"South African ship" means a ship registered in the Union in terms of this Act or deemed to be so registered.

(2) In terms of sub-section (7) of section *one hundred and forty* of the Act, a "seaman" includes every person employed or engaged in any capacity on board any ship, but in the case of a ship which is a fishing boat, does not include any person who is entitled to be remunerated only by a share in the profits or the gross earnings of the working of the boat.]

VERGOEDING.

3. (1) Behoudens die bepalings van paragraaf (2), ontvang 'n seeman wat die verlies ly van enige van of al sy eiendom as gevolg van skipbreuk, verlies of verlating van die skip waarop hy in diens was ten tye van die verlies, skipbreuk of verlating van die skip, van die eienaar van die skip vergoeding tot 'n maksimum van hoogstens die skaal wat in Bylae A uiteengesit word.

(2) Die aanspreeklikheid van 'n eienaar om vergoeding te betaal vir verlies van eiendom is van toepassing slegs in gevalle waar—

(*a*) 'n gedetaillerde lys van die eiendom wat aan boord was, opgestel is;

(*b*) die gesagvoerder ingestem het tot die vervangwaarde daarvan en dit gesertifiseer het; en

(*c*) 'n afskrif van die lys by 'n bevoegde beampte gedeponeer word voordat die skip ter see uitvaar.

COMPENSATION.

3. (1) Subject to the provisions of paragraph (2), a seaman who sustains the loss of any or all of his property as a result of the wreck, loss or abandonment of the ship on which he was employed at the time of its loss, wreck or abandonment, shall receive from the owner of the ship compensation up to a maximum not exceeding the scale set forth in Annexure A.

(2) The liability of an owner to pay compensation for loss of property shall apply only in cases where—

(*a*) a detailed list of the property carried in the ship has been made;

(*b*) the replacement value of the property has been agreed to and certified by the master; and

(*c*) a copy of the list has been deposited with a proper officer before the ship proceeds to sea.

APPÈLLE.

4. Wanneer daar 'n geskil ontstaan tussen 'n gesagvoerder of 'n eienaar van 'n skip en 'n seeman in verband met die betaling van vergoeding of die bedrag daarvan, word die saak, indien nodig, na die bevoegde beampte vir beslissing verwys. Indien die gesagvoerder, eienaar of seeman nie tevrede is met die beslissing van die bevoegde beampte nie, word die saak voorgelê aan die Direkteur, wie se beslissing finaal is.

APPEALS.

4. Whenever a dispute arises between a master or an owner of a ship and a seaman in regard to the payment of compensation or the amount thereof, the matter shall, if necessary, be referred to the proper officer for decision. If the master, owner or seaman is not satisfied with the decision of the proper officer, the matter shall be submitted to the Director whose decision shall be final.

LEWENSVERLIES.

5. In 'n geval waar 'n seeman sy lewe verloor weens skipbreuk, verlies of verlating van 'n skip waarop hy in diens was, word vergoeding vir die verlies van sy eiendom op die basis waarvoor in regulasie 3 voorsiening gemaak word, deur die eienaar van die skip aan die oorledene se familiebetrekking betaal.

LOSS OF LIFE.

5. In the event of a seaman losing his life by reason of the wreck, loss or abandonment of a ship on which he was employed, compensation on the basis provided for in regulation 3 for the loss of his property shall be paid by the owner of the ship to the deceased seaman's near relative.

BYLAE A.

SKAAL VAN MAKSIMUM VERGOEDING VIR VERLIES VAN PERSOONLIKE EIENDOM, INSTRUMENTE, TEGNIESE BOEKE EN GEREEDSKAP.

(*a*) Skepe op vreemde vaart, kusvaarders van 100 of meer bruto-registerton, en walvisvaarders (uitgesonderd walvisvaarders met landbasis):—

Rang of gradering.	*Persoonlike eiendom.*	*Instrumente, Tegniese boeke en gereedskap.*
	£ s. d.	£ s. d.
Gesagvoerder	225 0 0	70 0 0
Hoof-ingenieuroffisier	175 0 0	60 0 0
Gediplomeerde offisiere (behalwe gesagvoerder en hoof-ingenieuroffisier), sjirurge, betaalmeesters (passasierskepe), radio-offisiere (eerste- en tweedeklas), senior ingenieuroffisiere (verkoeling) en senior elektrotegniese ingenieuroffisiere (gediplomeerd of ongediplomeerd), waar meer as een ingenieur-offisier (sowel vir verkoeling as elektrotegnies) aan boord in diens is	150 0 0	50 0 0
Ongediplomeerde offisiere, betaalmeesters (vragskepe), assistent-betaalmeesters, ongediplomeerde ingenieur-offisiere (eiehandig, of junior verkoeling, of elektrotegnies), leerling-offisiere en kadette	125 0 0	30 0 0
Timmerman, loodgieter, bootsman, hulpmasjinis, en ander dek- en masjienkamer-onderoffisiere	70 0 0	Timmerman 25 0 0
		Loodgieter 15 0 0
Kwartiermeester	65 0 0	—
Bootsman-maat en lamptremmer	65 0 0	—
Seemanne	60 0 0	—
Smeerder, stoker, tremmer en soortgelyke gradering	50 0 0	—
Dekseun	40 0 0	—
Verversingsafdeling:—		
(i) Passasierskepe—		
Hoofkelner	150 0 0	—
Tweede-kelner, sjef of hoofkok	125 0 0	—
Ander volwasse-graderings	70 0 0	—
Seuns	40 0 0	—
(ii) Ander skepe—		
Hoofkelner (vragskip met akkommodasie vir twaalf passasiers)	125 0 0	—
Hoofkelner (ander skepe behalwe bogenoemde skepe)	110 0 0	—
Hoofkok	70 0 0	—
Tweede-kok	60 0 0	—
Tweede-kelner	65 0 0	—
Ander volwasse-graderings	60 0 0	—
Seuns	40 0 0	—

(*b*) Kusvaarders van minder as 100 bruto-registerton, vissersbote, robbevaarders en walvisvaarders met landbasis:—

Gesagvoerder	150 0 0	50 0 0
Stuurman	100 0 0	20 0 0
Bootsman	65 0 0	—
Ongediplomeerde offisiere, met inbegrip van leerling-offisiere en kadette	65 0 0	20 0 0
See-masjinis	100 0 0	50 0 0
Assistent-see-masjinis	50 0 0	—
Seemanne	40 0 0	—
Smeerder, stoker, tremmer en soortgelyke gradering	30 0 0	—
Dekseun	20 0 0	—
Kok	40 0 0	—
Kelner	30 0 0	—
Radio-offisier	75 0 0	30 0 0

ANNEXURE A.

SCALE OF MAXIMUM COMPENSATION FOR LOSS OF PERSONAL EFFECTS, INSTRUMENTS, TECHNICAL BOOKS AND TOOLS.

(*a*) Foreign-going ships, coasting ships of 100 or more gross register tons, and whaling boats (other than shore-based whaling boats):—

Rank or Rating.	*Personal Effects.*	*Instruments, Technical Books and Tools.*
	£ s. d.	£ s. d.
Master	225 0 0	70 0 0
Chief engineer officer	175 0 0	60 0 0
Certificated officers (except master and chief engineer officer), surgeons, pursers (passenger liners), radio officers (first and second-class), senior refrigerating engineer officers and senior electrical engineer officers (certificated or uncertificated) where more than one refrigerating engineer officer or electrical engineer officer is carried	150 0 0	50 0 0
Uncertificated officers, pursers (cargo liners), assistant pursers, uncertificated single-handed or junior refrigerating or electrical engineer officers, apprentice-officers and cadets	125 0 0	30 0 0
Carpenter, plumber, boatswain, donkeyman, and other deck and engineroom petty officers	70 0 0	Carpenter 25 0 0 Plumber 15 0 0
Quartermaster	65 0 0	—
Boatswain's mate and lamptrimmer	65 0 0	—
Seamen	60 0 0	—
Greaser, fireman, trimmer and similar rating	50 0 0	—
Deck boy	40 0 0	—
Catering department:—		
(i) Passenger ships—		
Chief steward	150 0 0	—
Second steward, chef or chief cook	125 0 0	—
Other adult ratings	70 0 0	—
Boys	40 0 0	—
(ii) Other ships—		
Chief steward (cargo liner with accommodation for 12 passengers)	125 0 0	—
Chief steward (other than above)	110 0 0	—
Chief cook	70 0 0	—
Second cook	60 0 0	—
Second steward	65 0 0	—
Other adult ratings	60 0 0	—
Boys	40 0 0	—

(*b*) Coasting ships of less than 100 gross registered tons, fishing, sealing and shore-based whaling boats:—

Master	150 0 0	50 0 0
Mate	100 0 0	20 0 0
Boatswain	65 0 0	—
Uncertificated officers, including apprentice-officers and cadets	65 0 0	20 0 0
Marine engineman	100 0 0	50 0 0
Assistant marine engineman	50 0 0	—
Seamen	40 0 0	—
Greaser, fireman, trimmer and similar rating	30 0 0	—
Deck boy	20 0 0	—
Cook	40 0 0	—
Steward	30 0 0	—
Radio officer	75 0 0	30 0 0

No. 1125 (Unie).] [26 Julie 1957.

MARINE-AFDELING.

Onderstaande ontwerp-regulasies voorgestel om kragtens die bepalings van paragraaf (xviii) van subartikel (1) van artikel *driehonderd ses-en-vyftig*, gelees saam met artikel *eenhonderd vier-en-vyftig* van die Handelskeepvaartwet, 1951 (Wet No. 57 van 1951), uitgevaardig te word, word hierby vir algemene inligting gepubliseer. Persone wat kommentaar wil lewer of aanbevelings wil doen, kan hulle aan die Kommissaris van Doeane en Aksyns, Marine-afdeling, Posbus 376, Pretoria, op of voor 30 September 1957 deurstuur.

Hierdie regulasies handel oor nooddruftige seelui.

INHOUD.

1. Opskrif van hierdie regulasies.
2. Woordbetekenis.
3. Vorm vir aansoek om noodleniging of repatriasie.
4. Tydsgrens waarin aansoek gedoen kan word.
5. Klere en mediese onkoste.
6. Hoe daar met nooddruftige seelui gehandel word.
7. Hoe daar vir die terugstuur van 'n nooddruftige seeman voorsiening gemaak word.
8. Verpligting van gesagvoerders van Suid-Afrikaanse skepe om nooddruftige seelui te vervoer.
9. Vervoer deur skepe uitgesonderd Suid-Afrikaanse skepe.
10. Tuishawe moet gespesifiseer word.
11. Endossement op ooreenkoms met die bemanning en uitreiking van vervoerorder.
12. Optrede deur bevoegde beampte op plekke op pad na tuishawe.
13. Passaattariewe en ander toelaes.
14. Seelui wat gered word.
15. Vreemde seelui.
16. Seelui wat verstandelik gekrenk is.
17. Seelui by besmette hawens.
18. Sekere gevalle van siekte en besering.
19. Seelui wat skipbreuk gely het.
20. Verstekelinge.

Bylae A.—Aansoek om as 'n nooddruftige seeman behandel te word. (Vorm M. 44.)

Bylae B.—Order vir die vervoer van 'n nooddruftige seeman. (Vorm M. 45.)

OPSKRIF VAN HIERDIE REGULASIES.

1. Hierdie regulasies heet die regulasies betreffende nooddruftige seelui.

WOORDBETEKENIS.

2. Enige verwysing in hierdie regulasies na uitdrukkings of woorde wat in de Handelskeepvaartwet, 1951, voorkom, moet, tensy uit die samehang anders blyk, uitgelê word volgens die betekenis by die Wet daaraan gegee.

No. 1125 (Union).] [26 July 1957.

MARINE SECTION.

The following draft regulations proposed to be made under the provisions of paragraph (xviii) of sub-section (1) of section *three hundred and fifty-six* read with section *one hundred and fifty-four* of the Merchant Shipping Act, 1951 (Act No. 57 of 1951), are hereby published for general information. Any person who wishes to make any comments or suggestions may submit them to the Commissioner of Customs and Excise, Marine Section, P.O. Box 376, Pretoria, on or before the 30th September, 1957.

These regulations deal with distressed seamen.

CONTENTS.

1. Title of these Regulations.
2. Interpretation.
3. Form of Application for relief or repatriation.
4. Limitation of Time in which to Apply.
5. Clothing and Medical Expenses.
6. Manner of Dealing with Distressed Seamen.
7. Mode of Providing for Return.
8. Obligation of Masters of South African Ships to Convey Distressed Seamen.
9. Conveyance by Ships Other than South African Ships.
10. Return Port to be Specified.
11. Endorsement on Agreement with the Crew and Issue of Conveyance Order.
12. Action of Proper Officer at Places en Route.
13. Rates of Passage and Other Allowances.
14. Rescued Seamen.
15. Foreign Seamen.
16. Seamen Mentally Deranged.
17. Seamen at Infected Ports.
18. Certain Cases of Illness and Injury.
19. Shipwrecked seamen.
20. Stowaways.

Annexure A.—Application to be Treated as a Distressed Seaman. (Form M. 44.)

Annexure B.—Order for the Conveyance of a Distressed Seaman. (Form M. 45.)

TITLE OF THESE REGULATIONS.

1. These regulations are called the Distressed Seamen's Regulations.

INTERPRETATION.

2. Any reference in these regulations to words or phrases which occur in the Merchant Shipping Act, 1951, unless the context indicates otherwise, shall be construed as having the meaning assigned to them in that Act.

[LET WEL.—Onderstaande woordbepalings wat in die Wet verskyn, word vir Algemene inligting aangehaal:—
Artikel *twee.*

„ Direkteur " die Direkteur van Handelskeepvaart wat kragtens artikel *vyf* aangestel is;

„ geneesheer ",—

(*a*) by 'n plek in die Unie, iemand wat as sodanig ingevolge die Wet op Geneeshere, Tandartse en Aptekers, 1928 (Wet No. 13 van 1928), geregistreer is; of

(*b*) by 'n plek buite die Unie, iemand wat ingevolge die Wet wat op daardie plek van krag is, geregtig is om sodanig te praktiseer;

„ eienaar " iemand aan wie 'n skip of 'n aandeel in 'n skip behoort;

*„ bevoegde beampte ", die beampte wat deur die Minister aangewys is as die bevoegde beampte by die plek en ten opsigte van die saak waarna verwys word in die bepaling in hierdie Wet waarin die uitdrukking voorkom; of as geen sodanige aanwysing gemaak is nie—

(*a*) by 'n plek in die Unie, die hoofdoeanebeampte;

(*b*) by 'n plek buite die Unie maar in 'n deel van die Statebond, die persoon aan wie kragtens die Wet wat in daardie deel van die Statebond van krag is, die amp toevertrou is of die plig opgelê is waarna verwys word in die bepaling van hierdie Wet waarin die uitdrukking voorkom; of as daar geen sodanige persoon is nie, die persoon wat in paragraaf (*c*) van hierdie omskrywing aangedui word; of

(*c*) by 'n plek buite die Statebond in die volgende volgorde:—

(i) 'n konsulêre verteenwoordiger van die Unie; of
(ii) 'n diplomatieke verteenwoordiger van die Unie; of
(iii) 'n konsulêre verteenwoordiger van 'n land (behalwe die Unie) wat lid is van die Statebond; of
(iv) 'n diplomatieke verteenwoordiger van 'n land (behalwe die Unie) wat lid is van die Statebond;

„ tuishawe ", in verband met 'n gesagvoerder, seeman of leerling-offisier wat ontslaan of agtergelaat is,—

(*a*) die hawe waar die gesagvoerder, seeman of leerling-offisier in diens geneem is; of

(*b*) 'n hawe in 'n land waarin die gesagvoerder, seeman of leerling-offisier gedomisilieer is; of

(*c*) 'n hawe wat as sodanig deur die gesagvoerder, seeman of leerling-offisier aangeneem word,

na gelang die bevoegde beampte beslis.

Artikel *eenhonderd vier-en-vyftig:*

(*a*) „ nooddruftige seeman " ook 'n gesagvoerder, seeman of leerling-offisier—

(i) wat 'n Suid-Afrikaanse burger is en wat vanweë sy ontslag uit diens op of sy agterlating deur of vanweë die skipbreuk van 'n skip (behalwe 'n Suid-Afrikaanse skip) op 'n plek buite die Unie, op daardie plek in nood verkeer; of

(ii) wat, hetsy hy 'n Suid-Afrikaanse burger is al dan nie, vanweë sy ontslag uit diens op of agterlating deur of die skipbreuk van 'n Suid-Afrikaanse skip op 'n plek buite die Unie, op daardie plek in nood verkeer;

* Die voorneme bestaan om die Minister se magtiging te verkry om die volgende beamptes as „ bevoegde beamptes " in die Unie aan te wys:—

Te Kaapstad en Durban: Die Hoofbeampte van die Marine-opnemingskantoor.

Te Port Elizabeth en Oos-Londen: Die Koopvaardymeester.

Te Mosselbaai, Port Nolloth, Luderitz en Walvisbaai: Die Ontvanger van Doeane.

[NOTE.—The following definitions which appear in the Act are quoted for information:—
Section *two:*

" Director " means the Director of Merchant Shipping appointment under section *five;*

" medical practitioner " means—

(*a*) at a place in the Union, a person registered as such under the Medical, Dental and Pharmacy Act, 1928 (Act No. 13 of 1928); or

(*b*) at a place outside the Union, a person who is entitled to practise as such under the law in force in that place;

" owner " means any person to whom a ship or a share in a ship belongs;

* " proper officer " means the officer designated by the Minister to be the proper officer at the place and in respect of the matter to which reference is made in the provision of this Act in which the expression occurs; or if no such designation has been made—

(*a*) at a place in the Union, the chief officer of customs; or

(*b*) at a place outside the Union but within a part of the Commonwealth, the person who, in terms of the law in force in that part of the Commonwealth, is entrusted with the function or burdened with the duty to which reference is made in the provision of this Act in which the expression occurs; or if there be no such person, the person indicated in paragraph (*c*) of this definition; or

(*c*) at a place outside the Commonwealth, in the following order:—

(i) A consular representative of the Union; or
(ii) a diplomatic representative of the Union; or
(iii) a consular representative of a country (other than the Union) which is a member of the Commonwealth; or
(iv) a diplomatic representative of a country (other than the Union) which is a member of the Commonwealth;

" proper return port ", in relation to a master, seaman or apprentice-officer discharged or left behind, means—

(*a*) the port at which the master, seaman or apprentice-officer was engaged; or

(*b*) a port in a country in which the master, seaman or apprentice-officer is domiciled; or

(*c*) a port agreed to as such by the master, seaman or apprentice-officer,

as decided by the proper officer.

Section *one hundred and fifty-four:*

(*a*) " distressed seaman " includes any master, seaman or apprentice-officer—

(i) who is a South African citizen and who by reason of having been discharged or left behind from or shipwrecked in any ship other than a South African ship at a place outside the Union, is in distress at that place; or

(ii) whether he is a South African citizen or not, who, by reason of having been discharged or left behind from or shipwrecked in any South African ship at a place outside the Union, is in distress at that place;

* It is proposed to seek the Minister's authority to designate the following officers as " proper officers " in the Union:—

At Cape Town and Durban: The Principal Officer of the Marine Survey Office.

At Port Elizabeth and East London: The Shipping Master.

At Mossel Bay, Port Nolloth, Luderitz and Walvis Bay: The Collector of Customs.

(*b*) „onkoste van repatriasie" onkoste wat opgeloop is met die terugstuur van 'n nooddruftige seeman na 'n tuishawe en met die verskaffing aan hom van noodige klere en onderhoud tot sy aankoms by bedoelde hawe, en ook, in die geval van 'n skipbreukeling-seeman, die terugbetaling van onkoste opgeloop met sy vervoer na 'n hawe na skipbreuk en sy onderhoud onderwyl hy aldus vervoer word; en

(*c*) „uitgesonderde onkoste" onkoste van repatriasie wat opgeloop is in gevalle waar die oorsaak van die agterlating van die seeman drosting is of afwesigheid sonder verlof of gevangenisstraf weens wangedrag of ontslag uit diens op sy skip deur 'n seehof op grond van wangedrag.]

VORM VIR AANSOEK OM NOODLENIGING OF REPATRIASIE.

3. As 'n nooddruftige seeman noodleniging nodig het of verlang om gerepatrieer te word of sowel noodleniging as repatriasie verlang, moet hy binne drie maande na die datum waarop hy ontslaan of agtergelaat is of skipbreuk gely het, aansoek doen om sodanige noodleniging of repatriasie of om sowel noodleniging as repatriasie deur vorm M. 44 wat in Bylae A uiteengesit word, te voltooi.

TYDSGRENS WAARIN AANSOEK GEDOEN KAN WORD.

4. 'n Persoon wat versuim om aansoek te doen binne die tydsgrens wat in regulasie 3 bepaal word, is nie geregtig tot oorweging ooreenkomstig die bepalings van hierdie regulasies nie.

KLERE EN MEDIESE ONKOSTE.

5. Aan nooddruftige seelui moet, indien nodig, klere en beddegoed verskaf word, maar nie 'n groter hoeveelheid as wat absoluut vereis word nie. Die Klere wat verskaf word, moet van die gehalte wees wat die seeman normalerwys dra. Mediese sorg en medisyne moet voorsien word wanneer dit nodig is.

HOE DAAR MET NOODDRUFTIGE SEELUI GEHANDEL WORD.

6. (1) As 'n bevoegde beampte oortuig is dat 'n persoon daartoe geregtig is om as 'n nooddruftige seeman behandel te word of as 'n nooddrugtige seeman onder die sorg van 'n bevoegde beampte kom, moet daardie beampte aan hom op die billikste terme moontlik noodleniging en onderhoud verskaf.

(2) As 'n bevoegde beampte tevrede gestel is (deur middel van 'n mediese sertifikaat of andersins) dat 'n nooddruftige seeman geskik is om te werk en so 'n seeman weier om redelike werk te aanvaar, word geen verdere noodleniging of onderhoud aan hom verskaf nie.

(3) 'n Nooddruftige seeman wat van 'n bevoegde beampte noodleniging ontvang en wat nie werk kan kry nie, moet so gou as wat prakties uitvoerbaar is na 'n tuishawe teruggestuur word: Met dien verstande dat, as die omstandighede dit vereis, werk vir so 'n seeman gevind kan word op enige plek op pad na die tuishawe.

(4) In alle gevalle waar 'n nooddruftige seeman meer as dertig dae lank onder die sorg van 'n bevoegde beampte verkeer het, moet volledige besonderhede van die onstandighede aan die Direkteur gestuur word.

HOE DAAR VIR DIE TERUGSTUUR VAN 'N NOODDRUFTIGE SEEMAN VOORSIENING GEMAAK WORD.

7. (*a*) 'n Nooddruftige seeman kan na 'n tuishawe teruggestuur word langs enige billike roete of per skip, per vliegtuig of oor land of gedeeltelik per skip, gedeeltelik per vleigtuig en gedeeltelik oor land, en wanneer daar oor die roete en die tuishawe besluit word, moet die gerief van die seeman in aanmerking geneem word en die onkoste wat daarmee gepaard gaan, moet die laagste wees wat billik moontlik is in die omstandighede. Wanneer 'n nooddruftige seeman na 'n tuishawe gestuur word op 'n ander manier as per skip, moet die magtiging van die Direkteur vooraf daartoe verkry word indien daar genoeg tyd is: Met dien verstande dat hierdie magtiging nie nodig

(*b*) "repatriation expenses" means expenses incurred in returning a distressed seaman to a proper return port and in providing him with necessary clothing and maintenance until his arrival at such port and includes, in the case of a ship-wrecked seaman, the repayment of expenses incurred in conveying him to port after shipwreck and maintaining him while being so conveyed; and

(*c*) "excepted expenses" means repatriation expenses incurred in cases where the cause of the seaman's being left behind is desertion or absence without leave or imprisonment for misconduct or discharge from his ship by a maritime court on the ground of misconduct.]

FORM OF APPLICATION FOR RELIEF OR REPATRIATION.

3. If a distressed seaman requires relief or wishes to be repatriated or to receive both relief and repatriation, he shall within three months from the date on which he was discharged, left behind or shipwrecked make application for such relief or repatriation or both relief and repatriation by completing application form M. 44 set forth in Annexure A.

LIMITATION OF TIME IN WHICH TO APPLY.

4. Any person who fails to make application within the period stipulated in regulation 3 shall not be entitled to be dealt with under the provisions of these regulations.

CLOTHING AND MEDICAL EXPENSES.

5. Distressed seamen shall, if necessary, be supplied with clothing and bedding but in no greater quantity than is absolutely required. The clothing supplied shall be of the quality the seaman normally wears. Medical advice and medicine shall be provided when necessary.

MANNER OF DEALING WITH DISTRESSED SEAMEN.

6. (1) If a proper officer is satisfied that a person is entitled to be treated as a distressed seaman or if a distressed seaman comes under the charge of a proper officer, that officer shall provide relief and maintenance upon the most reasonable terms possible.

(2) If a proper officer is satisfied (by a medical certificate or otherwise) that a distressed seaman is fit to work and such seaman refuses to accept reasonable employment, no further relief or maintenance shall be granted to him.

(3) A distressed seaman who is in receipt of relief from a proper officer and who is unable to find employment shall be sent to a proper return port as soon as practicable: Provided that if circumstances require it, employment for such seaman may be found at any place en route to the proper return port.

(4) In all cases where a distressed seaman has been on charge for longer than thirty days full details of the circumstances shall be reported to the Director.

MODE OF PROVIDING FOR RETURN.

7. (*a*) A distressed seaman may be sent to a proper return port by any reasonable route either by sea, air or land or partly by sea, partly by air and partly by land, and in deciding the route and the proper return port, the convenience of the seaman shall be taken into consideration and the expenses involved shall be the lowest reasonably possible in the circumstances. In sending a distressed seaman to a proper return port by means other than by sea, the prior authority of the Director shall be obtained if time permits: Provided that this authority

is as 'n seeman oor land of per vliegtuig gestuur word vanaf die hawe waar hy in nood verkeer na 'n naburige hawe waar 'n skip onmiddellik vir repatriasiedoeleindes beskikbaar is nie.

(*b*) Vir die hele of enige gedeelte van die roete wat per skip afgelê word, moet die bevoegde beampte in die geval van 'n Suid-Afrikaanse skip, of kan hy in die geval van enige ander Statebondskip die seeman aan boord van daardie skip plaas indien die skip seemanne nodig het om sy getal vol te maak, of, as dit nie prakties moontlik is nie, moet hy die seeman in 'n Suid-Afrikaanse skip repatrieer ooreenkomstig regulasie 8 of vir hom 'n passaat in enige ander skip verkry ooreenkomstig regulasie 9.

VERPLIGTING VAN GESAGVOERDERS VAN SUID-AFRIKAANSE SKEPE OM NOODDRUFTIGE SEELUI TE VERVOER.

8. (*a*) Die gesagvoerder van elke Suid-Afrikaanse skip, na watter hawe hy ook al op pad mag wees, moet alle nooddruftige seemanne aan boord van sy skip neem en passaat en onderhoud aan hulle verskaf indien hy deur 'n bevoegde beampte gelas word om dit te doen, en die gesagvoerder moet gedurende die reis aan elke sodanige nooddruftige seeman akkommodasie verskaf gelykstaande met dié wat normalerwys vir die bemanning van die skip verskaf word en onderhoud wat pas by die rang of gradering van die nooddruftige seeman.

(*b*) Daar word geag dat elke nooddruftige seeman wat aan boord van 'n skip geneem word vir solank hy aan boord van die skip bly tot die skip behoort en aan dieselfde wette en regulasies vir die handhawing van dissipline onderworpe is asof hy 'n lid van die bemanning is en die ooreenkoms met die bemanning onderteken het.

(*c*) Ondanks die bepalings van paragraaf (*a*) sal daar nie van 'n gesagvoerder vereis word dat hy 'n nooddruftige seeman aan boord van sy skip moet neem indien die bevoegde beampte oortuig is dat akkommodasie vir so 'n seeman nie beskikbaar is of beskikbaar gemaak kan word nie.

VERVOER DEUR SKEPE UITGESONDERD SUID-AFRIKAANSE SKEPE.

9. (*a*) As 'n Suid-Afrikaanse skip nie beskikbaar is vir die vervoer van 'n nooddruftige seeman na 'n tuishawe of na 'n hawe op pad daarheen nie, kan die bevoegde beampte, indien hy dit wenslik ag, vir hom 'n passaat op 'n ander skip reël.

(*b*) As die passaat nie vooruit betaal word nie, kan die gesagvoerder van die skip by die bevoegde beampte by die hawe waarheen die seeman aldus vervoer is, aansoek doen om betaling vir die passaat.

TUISHAWE MOET GESPESIFISEER WORD.

10. Wanneer die bevoegde beampte by die hawe waar 'n seeman oorspronklik noodleniging ontvang vasgestel het na watter tuishawe die seeman geregtig is om teruggestuur te word, moet hy daardie hawe aandui op enige dokument wat uitgereik word vir die vervoer van die seeman na daardie hawe of na enige plek op pad na so 'n tuishawe.

ENDOSSEMENT OP OOREENKOMS MET DIE BEMANNING EN UITREIKING VAN VERVOERORDER.

11. Die bevoegde beampte moet wanneer dit prakties uitvoerbaar is, op die ooreenkoms met die bemanning van enige Suid-Afrikaanse skip waarin nooddruftige seelui vervoer moet word, òf na 'n tuishawe òf na 'n hawe op pad na so 'n tuishawe, die naam endosseer van elke seeman wat aan boord van die skip geplaas word met vermelding van die datum waarop hy inskeep, en hy moet ook 'n vervoerorder in die vorm M. 45 wat in Bylae B uiteengesit word, voltooi, onderteken en aan die gesagvoerder van so 'n skip lewer, en in die vervoerorder moet hy die hawe aandui waarheen, of die land na 'n hawe waarin die seeman geregtig is om vervoer te word.

shall not be necessary if a seaman is sent by land or air from the port where he is in distress to a neighbouring port where a ship is immediately available for repatriation purposes.

(*b*) For the whole or any part of the route which is by sea, the proper officer shall in the case of a South African ship or may in the case of any other Commonwealth ship, place the seaman on board if that ship is in want of men to make up its complement, or, if that is not practicable, shall repatriate the seaman in a South African ship in accordance with regulation 8 or obtain a passage for him in any other ship in accordance with regulation 9.

OBLIGATION OF MASTERS OF SOUTH AFRICAN SHIPS TO CONVEY DISTRESSED SEAMEN.

8. (*a*) The master of every South African ship, to whatever port it may be bound shall receive on board his ship and afford a passage and maintenance to all distressed seamen whom he is required by a proper officer to take on board his ship, and the master shall during the passage provide every such distressed seaman with accommodation equal to that normally provided for the crew of the ship and subsistence proper to the rank or rating of the distressed seaman.

(*b*) Every distressed seaman who is taken on board, shall so long as he remains in the ship be deemed to belong to the ship and shall be subject to the same laws and regulations for preserving discipline as if he were a member of the crew and had signed the agreement with the crew.

(*c*) Notwithstanding the provisions of paragraph (*a*) the master shall not be required to receive a distressed seaman on board his ship if the proper officer is satisfied that accommodation is not and cannot be made available for such seaman.

CONVEYANCE BY SHIPS OTHER THAN SOUTH AFRICAN SHIPS.

9. (*a*) If a South African ship is not available for the conveyance of a distressed seaman to a proper return port or to a port en route thereto, the proper officer may, if he considers it desirable, arrange a passage for him in any other ship.

(*b*) If the passage is not prepaid, application may be made by the master of the ship to the proper officer at the port to which the seaman has been so conveyed, for payment of the passage.

RETURN PORT TO BE SPECIFIED.

10. The proper officer at the port where a seaman is originally relieved having determined the return port to which the seaman is entitled to be sent, shall indicate that port on any document issued for his conveyance to that port or to any place en route to such return port.

ENDORSEMENT ON AGREEMENT WITH THE CREW AND ISSUE OF CONVEYANCE ORDER.

11. The proper officer shall, whenever practicable, endorse upon the agreement with the crew of any South African ship in which distressed seamen are to be conveyed, either to a proper return port or to a port en route to such port, the name of each man put on board, specifying the day he embarks, and shall also complete, sign and deliver to the master of such ship a Conveyance Order in form M. 45 set forth in Anexure B, showing thereon either the port to which, or the country to a port in which, the seaman is entitled to be sent.

OPTREDE DEUR BEVOEGDE BEAMPTE OP PLEKKE OP PAD NA TUISHAWE.

12. Solank 'n seeman onderweg is na 'n tuishawe kan die bevoegde beampte op enige plek waar die seeman mag wees, namens die bevoegde beampte wat oorspronklik reëlings getref het vir die terugstuur van die nooddruftige seeman na 'n tuishawe, enige onkoste vir rekening van daardie seeman bestry wat die bevoegde beampte wat oorspronklik ten opsigte van daardie seeman opgetree het kon bestry.

PASSAATTARIEWE EN ANDER TOELAES.

13. (1) By sy aankoms by die hawe waarheen 'n seeman ooreenkomstig die bepalings van regulasie 8 vervoer is, moet die gesagvoerder die seeman na die bevoegde beampte neem en die vervoerorder (vorm M. 45) vir betaling aan daardie beampte voorlê.

(2) Indien die bevoegde beampte deur na die skeepsdokumente te verwys, oortuig is dat die seeman vervoer is, onderhoud ontvang het en ooreenkomstig die bepalings van die vervoerorder (vorm M. 45), as 'n nooddruftige seeman versorg is, moet hy die gesagvoerder teen die volgende passaattariewe betaal:—

Rang van personeel.	*Tarief.*
Gesagvoerders, navigasie-offisiere, ingenieur-offisiere (gediplomeerd en ongediplomeerd), geneeshere, hoofkelners, hoofbetaalmeesters, radio-offisiere, leerling-offisiere en kadette ...	Tien sjielings per dag.
Ander blanke lede van 'n bemanning	Sewe sjielings en ses pennies per dag.
Kleurling-, Indiër- en Naturellelede van die bemanning	Vier sjielings per dag.

(3) In gevalle waar die gesondheid van 'n seeman wat ooreenkomstig 'n vervoerorder (vorm M. 45) vervoer word, na die mening van 'n geneesheer sodanig is dat hy mediese sorg, ekstra voedsel of wyn nodig het, en sodanige mediese sorg, dieet of wyn verskaf word en die feit bevestig kan word deur inskrywings in die skeepsjoernaal, is die gesagvoerder daartoe geregtig om 'n toelae van een sjieling per dag te ontvang benewens die tariewe wat in paragraaf (2) uiteengesit is.

SEELUI WAT GERED WORD.

14. Wanneer 'n skip met nooddruftige seelui aan boord wat gered of ter see opgepik is, by 'n hawe aankom, kan die bevoegde beampte die gesagvoerder van die skip vir hul onderhoud betaal teen die tariewe wat in regulasie 13 voorgeskryf word.

VREEMDE SEELUI.

15. 'n Seeman, uitgesonderd 'n Suid-Afrikaanse seeman, wat in nood verkeer weens die feit dat hy ontslaan is van of agtergelaat is deur of skipbreuk gely het in enige Suid-Afrikaanse skip by 'n plek in die land waarvan hy 'n burger is of in 'n kolonie van daardie land, is nie tot noodleniging en onderhoud ooreenkomstig hierdie regulasies geregtig nie.

SEELUI WAT VERSTANDELIK GEKRENK IS.

16. (1) Ten einde vir 'n seeman wat verstandelik gekrenk is voorsiening vir 'n passaat na 'n tuishawe te maak, kan die bevoegde beampte, ten einde te verseker dat die seeman gedurende die reis die nodige sorg en aandag sal ontvang, benewens die tariewe en toelaes waarvoor in regulasie 13 voorsiening gemaak word spesiale reëlings met die gesagvoerder tref om indien nodig, aan hom sodanige addisionele toelae te betaal as wat in die omstandighede billik en redelik mag blyk. 'n Afskrif van die ooreenkoms wat aldus aangegaan word, moet in elke geval so spoedig moontlik aan die Direkteur gestuur word, en ook, in gevalle waar dit wenslik is om die see-

ACTION OF PROPER OFFICER AT PLACES EN ROUTE.

12. Whilst a distressed seaman is in transit to a proper return port, a proper officer at any place at which the seaman may be, may defray, on behalf of the proper officer originally making arrangements for the distressed seaman's return to a proper return port, any expenses on account of that seaman which the proper officer originally acting in respect of him could defray.

RATES OF PASSAGE AND OTHER ALLOWANCES.

13. (1) On arrival at the port to which a seaman has been conveyed in accordance with the provisions of regulation 8 the master shall take the seaman to the proper officer and produce the Conveyance Order (form M. 45) to that officer for payment.

(2) If the proper officer is satisfied by reference to the ship's documents that the seaman has been conveyed, maintained and provided for as a distressed seaman and in accordance with the provisions of the Conveyance Order (form M. 45), he shall pay the master at the following rates of passage:—

Rank of Personnel.	*Rate.*
Masters, Navigating Officers, Engineer Officers (certificated and uncertificated), Medical Practitioners, Chief Stewards, Chief Pursers, Radio Officers, Apprentice-officers and Cadets	Ten shillings per day.
Other European members of a crew	Seven shilling and sixpence per day.
Coloured, Indian and Native members of a crew	Four shilling per day.

(3) Where in the opinion of a medical practitioner the health of a seaman conveyed under a Conveyance Order (form M. 45) is such that he requires medical attendance, extra diet or wines, and such attendance, diet or wines are provided and this fact can be confirmed from entries made in the log-book, the master shall be entitled to receive an allowance of one shilling per day in addition to the rates set out in paragraph (2).

RESCUED SEAMEN.

14. Whenever a ship with distressed seamen on board, who have been rescued or picked up at sea, arrives at a port, the proper officer may pay the master of the ship for their subsistence at the rates prescribed in regulation 13.

FOREIGN SEAMEN.

15. A seaman, other than a South African seaman, who, by reason of having been discharged or left behind from or shipwrecked in any South African ship at a place in the country to which he belongs or in a colony of that country, is in distress, shall not be entitled to relief and maintenance in terms of these regulations.

SEAMEN MENTALLY DERANGED.

16. (1) In order to provide for the passage to a proper return port of a distressed seaman suffering from mental derangement, the proper officer, with the object of ensuring that requisite care and attendance shall be given to the seaman during the voyage, may in addition to the rates and allowances provided for in regulation 13 make a special arrangement with a master agreeing to pay, if necessary, such additional allowance as may appear fair and reasonable under the circumstances. A copy of the agreement so entered shall in every case be forwarded to the Director as soon as possible, and also, in the case

man na 'n hawe elders behalwe in die Unie te stuur, hetsy die hawe op pad na die tuishawe is of andersins, aan die bevoegde beampte by daardie hawe.

(2) In die geval van 'n seeman wat in sulke omstandighede by sy hawe aankom, moet die bevoegde beampte aan die gesagvoerder die gelde vir die passaat betaal ooreenkomstig die bepalings van regulasie 13 asook die addisionele toelae waartoe daar ooreenkomstig paragraaf (1) van hierdie regulasie ooreengekom is by voorlegging van so 'n ooreenkoms en indien hy oortuig is dat die seeman die spesiale sorg en aandag aldus gestipuleer, ontvang het.

SEELUI BY BESMETTE HAWENS.

17. (1) Wanneer 'n passaat na 'n tuishawe benodig word vir 'n nooddruftige seeman by 'n hawe wat op daardie tyd besmet is met cholera, geelkoors of pestilensie, of vir 'n nooddruftige seeman wat onlangs gely het aan enige van genoemde daardie klagtes, het sy die hawe vanwaar hy gestuur is 'n besmette hawe is al dan nie, moet die bevoegde beampte 'n sertifikaat van 'n behoorlik gekwalifiseerde geneesheer verkry met die strekking dat die betrokke seeman nie 'n bron van gevaar vir ander persone is nie. In die sertifikaat moet die aard van die siekte waaraan die nooddruftige seeman gely het, vermeld word en dit moet gegee word aan die gesagvoerder van die skip waarop die seeman vervoer word vir voorlegging, indien nodig, aan mediese en sanitêre owerhede by ander hawens, en dit moet deur die gesagvoerder behou word totdat die nooddruftige seeman sy tuishawe bereik, of in geval van 'n seeman wat na 'n tussenhawe vervoer word, moet die sertifikaat saam met die Vervoerorder aan die bevoegde beampte by sodanige hawe gelewer word.

(2) Die aanspreeklikheid vir die onkoste aangegaan om 'n mediese sertifikaat vir die doel van hierdie regulasie te verkry, word vasgestel ooreenkomstig die bepalings van artikel *eenhonderd vier-en-vyftig* van die Wet.

SEKERE GEVALLE VAN SIEKTE EN BESERING.

18. Die bepalings van hierdie regulasies is van toepassing op 'n seeman wat weens siekte of besering ontslaan word van of agtergelaat word deur sy skip: Met dien verstande egter dat as 'n seeman ontslaan of agtergelaat word omdat hy ly aan enige siekte of besering wat te wyte is aan sy eie opsetlike handeling of versuim of aan sy eie wangedrag, die onkoste om die nodige sjirurgiese en mediese sorg en aandag en medisyne aan hom te verskaf, asook die onkoste van die onderhoud van so 'n seeman totdat hy genees is, of sterf, of teruggestuur is na 'n tuishawe, en van sy vervoer na so 'n hawe en, in geval hy sterf, die onkoste (indien enige) van sy begrafnis, sover moontlik uit sy loon bestry sal word.

SEELUI WAT SKIPBREUK GELY HET.

19. As 'n vaartuig skipbreuk ly en 'n lid van die bemanning in verband met die wrak in diens geneem word, is hy nie geregtig tot noodleniging of repatriasie ooreenkomstig die bepalings van hierdie regulasies voordat sy diens in verband met die wrak beëindig is nie, waarna die bepalings van regulasies 3 en 4 van toepassing sal wees.

VERSTEKELINGE.

20. 'n Persoon wat ter see gaan in 'n skip sonder die toestemming van die gesagvoerder, eienaar, 'n skeepsoffisier of ander persoon wat die reg het om sodanige verlof te gee, of wat homself versteek vir die doel om ter see te gaan sonder daardie toestemming, is nie geregtig tot noodleniging of onderhoud ooreenkomstig hierdie regulasies nie.

where it is desirable to send the seaman to a port elsewhere than in the Union whether en route or otherwise, to the proper officer at that port.

(2) In the case of a seaman arriving under such circumstances at his port, the proper officer shall pay to the master the fee for the passage in accordance with the provisions of regulation 13 as well as the additional allowance agreed to in terms of paragraph (1) of this regulation on production of such agreement, and upon being satisfied that the seaman has received the special care and attendance stipulated for.

SEAMEN AT INFECTED PORTS.

17. (1) Whenever a passage to a proper return port is required for a distressed seaman at a port infected at the time with cholera, yellow fever, or plague, or for a distressed seaman who has recently suffered from any of those complaints, whether the port from which he is sent is an infected port or not a certificate shall be obtained by the proper officer from a duly qualified medical practitioner that the seaman concerned is not a source of danger to others. The certificate shall state the nature of the disease from which the distressed seaman has suffered, and shall be given to the master of the conveying ship for production, if necessary, to medical and sanitary authorities at other ports, and shall be retained by him until the distressed seaman reaches his proper return port, or in the case of a seaman conveyed to an intermediate port, the certificate shall be delivered with the Conveyance Order to the proper officer at such port.

(2) The liability for the expense incurred in obtaining any medical certificate for the purpose of this regulation shall be determined in accordance with the provisions of section *one hundred and fifty-four* of the Act.

CERTAIN CASES OF ILLNESS AND INJURY.

18. The provisions of these regulations shall apply to a seaman who is discharged or left behind from his vessel on account of illness or injury: Provided however, that if a seaman is discharged or left behind suffering from any illness or injury due to his own wilful act or default or to his own misbehaviour, the expenses of providing necessary surgical and medical advice and attendance and medicine, and also the expenses of the maintenance of such seaman until he is cured, or dies, or is returned to a proper return port, and of his conveyance to such port, and in the case of death the expense (if any) of his burial shall be met as far as possible out of his wages.

SHIPWRECKED SEAMEN.

19. Where a vessel is wrecked and a member of the crew is employed in connection with the wreck, he shall not be entitled to relief or repatriation under the provisions of these regulations until he ceases to be so employed, whereupon the provisions of regulations 3 and 4 shall apply.

20. STOWAWAYS.

Every person who goes to sea in a ship without the consent of the owner, master, a ship's officer or some other person entitled to give that consent, or secretes himself for the purpose of going to sea without that consent, shall not be entitled to relief or maintenance in terms of these regulations.

BYLAE A.
M. 44.

UNIE VAN SUID-AFRIKA.

DEPARTEMENT VAN DOEANE EN AKSYNS (MARINE-AFDELING).
[HANDELSKEEPVAARTWET, 1951 (WET No. 57 VAN 1951).]

AANSOEK OM AS 'N NOODDRUFTIGE SEEMAN BEHANDEL TE WORD.
(Artikel *eenhonderd vier-en-vyftig* van die Wet.)

OPMERKING.—Die aanspreeklikheid vir die onkoste van repatriasie is duidelik uiteengesit in subartikels (4), (5) en (6) van artikel *eenhonderd vier-en-vyftig* van die Handelskeepvaartwet, 1951. 'n Afskrif van hierdie artikel verskyn op die keersy van hierdie vorm.

1. Besonderhede aangaande die nooddruftige seeman.

Familienaam (in drukskrif).	Voorname (in drukskrif).	Geboorteplek.	Nasionaliteit.	Ras (d.w.s. Blanke, Naturel, Kleurling, Indiër, ens.)	No. van verslagboek (of besonderhede van ander identifiseringsdokument).

Plek waar verslagboek (of ander identifiseringsdokument) uitgereik is.	Besonderhede van bekwaamheid- of diensertifikate.	Huisadres.	Naam en adres van naasbestaande (meld verwantskap, d.w.s. vader, moeder, ens.)	Naam en adres van ander familielid of vriend (indien familielid meld verwantskap).

2. Besonderhede aangaande skip waarvan nooddruftige seeman *ontslaan/agterlaat is of waarin hy *skipbreuk gely het.

Naam van skip.	Amptelike nommer.	Registrasiehawe.	Naam van gesagvoerder van skip.

(* Skrap woorde wat nie van toepassing is nie).

Besonderhede van diens op hierdie skip van seeman wat nou in nood verkeer.				Loon.	Naam en adres van eienaars van skip.
Hawe waar seeman in diens geneem is, en datum.	Aard van seereis of indiensneming.	Hawe waar seereis of indiensneming beëindig sou word, en datum.	Hoedanigheid waarin seeman in diens geneem is.		

3. Besonderhede aangaande vorige skepe waarop seeman gedien het.

Name van skepe.	Registrasiehawens (of lande waaraan hulle behoort het).	Duur van diens in.		Hoedanigheid waarin seeman gedien het.
		Vanaf.	Tot.	
(*a*)	(*a*)	(*a*)	(*a*)	(*a*)
(*b*)	(*b*)	(*b*)	(*b*)	(*b*)
(*c*)	(*c*)	(*c*)	(*c*)	(*c*)
(*d*)	(*d*)	(*d*)	(*d*)	(*d*)
(*e*)	(*e*)	(*e*)	(*e*)	(*e*)

ANNEXURE A.
M. 44.

UNION OF SOUTH AFRICA.

DEPARTMENT OF CUSTOMS AND EXCISE (MARINE SECTION).
[MERCHANT SHIPPING ACT, 1951 (ACT No. 57 OF 1951).]

APPLICATION TO BE TREATED AS A DISTRESSED SEAMAN.
(Section *one hundred and fifty-four* of the Act.)

NOTE.—The liability for repatriation expenses is clearly stated in sub-sections (4) (5) and (6) of section *one hundred and fifty-four* of the Merchant Shipping Act, 1951, a copy of which section appears on the reverse side of this form.

1. Particulars relating to the distressed seaman.

Surname. (In block letters.)	Christian Names. (In block letters.)	Place of Birth.	Nationality.	Race (i.e. European, Native, Coloured, Indian, etc.).	No. of Record Book (or details of other identification document).

Place where Record Book (or other identification document) was issued.	Particulars of Certificates of Competency or Service.	Home Address.	Name and Address of Next-of-kin (state relation i.e. father, mother, etc.).	Name and Address of other Relative or Friend (if relative, state relation).

2. Particulars relating to ship from which distressed seaman has been *discharged/left behind or *shipwrecked in.

Name of Ship.	Official Number.	Port of Registry.	Name of Master of Ship.

(* Delete words which are not applicable).

Details of service of this Ship of Seaman who is now in distress.				Wages.	Name and Address of Owners of Ship.
Port where Seaman was Engaged, and Date.	Nature of Voyage or Engagement.	Port where Voyage or Engagement was to Terminate, and Date.	Capacity in which Seaman was Employed.		

3. Particulars relating to previous ships on which seaman served.

Names of Ships.	Ports of Registry (or countries to which they belonged).	Duration of Service in.		Capacity in which Seaman was Employed.
		From.	To.	
(*a*)	(*a*)	(*a*)	(*a*)	(*a*)
(*b*)	(*b*)	(*b*)	(*b*)	(*b*)
(*c*)	(*c*)	(*c*)	(*c*)	(*c*)
(*d*)	(*d*)	(*d*)	(*d*)	(*d*)
(*e*)	(*e*)	(*e*)	(*e*)	(*e*)

4. Verklaring wat deur applikant voor 'n bevoegde beampte voltooi moet word.

Ek die ondergetekende.....verklaar dat ek in nooddruftige omstandighede verkeer en doen hierby aanscek om.....

(Voeg hier in die aard van hulp verlang, d.w.s. onderhoud, noodleniging, en/of terugstuur na tuishawe.)

Ek verklaar verder dat ek in nood verkeer weens—

* (*a*) agterlating te.....op die.....19....., op grond van drosting.

* (*b*) agterlating te.....op die.....19....., op grond van afwesigheid sonder verlof.

* (*c*) agterlating te.....op die.....19....., as gevolg van gevangenisstraf weens wangedrag.

* (*d*) ontslag van my skip te.....op die.....19....., deur 'n Seehof op grond van wangedrag.

* (*e*) ontslag van my skip te.....op die.....19....., deur wederkerige toestemming.

* (*f*) ontslag/agterlating te.....op die.....19....., weens siekte/besering opgedoen deur my eie opsetlike handeling of versuim of wangedrag.

* (*g*) ontslag/agterlating te.....op die.....19.....

om onderstaande redes.....

Sedertdien was ek in diens te.....as.....

Ek verklaar dat die besonderhede wat in hierdie vorm aangegee word na my beste wete en oortuiging juis en waar is.

.....
Handtekening van Seeman.

Verklaar voor my te.....op hierdie.....dag van.....19.....

.....
Handtekening en Ampstitel van Bevoegde Beampte.

* Skrap woorde of reëls wat nie van toepassing is nie. Ten opsigte van reël (*e*) moet gemeld word watter reëling getref is in verband met enige onkoste wat aangegaan mag word as gevolg van die ontslag.

Artikel *eenhonderd vier-en-vyftig* van die Handelskeepvaartwet, 1951 (Wet No. 57 van 1951), lees as volg:—

„ (4) Alle onkoste van repatriasie, behalwe uitgesonderde onkoste, wat ooreenkomstig die bepalings van hierdie Wet deur of namens die Staat opgeloop is, is 'n skuld aan die Staat waarvoor die eienaar van die skip waartoe die seeman ten opsigte van wie hulle opgeloop is, behoort het ten tyde van sy ontslag of van enige ander gebeurtenis as gevolg waarvan hy 'n nooddruftige seeman geword het, aanspreeklik is. Die eienaar is nie geregtig om op die seeman enige bedrag wat deur hom ter vereffening of gedeeltelike vereffening van bedoelde skuld aan die Staat betaal is, te verhaal nie.

(5) Alle uitgesonderde onkoste wat ooreenkomstig die bepalings van hierdie Wet deur of namens die Staat opgeloop is, is 'n skuld aan die Staat waarvoor die seeman ten opsigte van wie hulle opgeloop is, en die eienaar van die skip waartoe daardie seeman behoort het ten tyde van sy ontslag of enige ander gebeurtenis as gevolg waarvan by 'n nooddruftige seeman geword het, gesamentlik en afsonderlik aanspreeklik is. Die eienaar is geregtig om op die seeman enige bedrag wat deur hom ter vereffening of gedeeltelike vereffening van bedoelde skuld aan die Staat betaal is, te verhaal, en kan soveel van enige loon verskuldig aan die seeman, as wat nodig mag wees, tot dekking van sy eis aanwend.

(6) Alle uitgesonderde onkoste wat ooreenkomstig die bepalings van hierdie Wet ten opsigte van 'n nooddruftige seeman deur die eienaar van die skip waartoe hy behoort het ten tyde van sy ontslag of enige ander gebeurtenis as gevolg waarvan hy 'n nooddruftige seeman geword het, opgeloop is, is 'n skuld aan die eienaar waarvoor die seeman aanspreeklik is. Die eienaar kan soveel van enige loon verskuldig aan die seeman, as wat nodig mag wees, tot dekking van sy eis aanwend. Die eienaar is nie geregtig om op die seeman enige onkoste van repatriasie, behalwe uitgesonderde onkoste, te verhaal nie."

BYLAE B.
M. 45.

UNIE VAN SUID-AFRIKA.

DEPARTEMENT VAN DOEANE EN AKSYNS (MARINE-AFDELING).

[HANDELSKEEPVAARTWET, 1951 (WET NO. 57 VAN 1951).]

ORDER VIR DIE VERVOER VAN 'N NOODDRUFTIGE SEEMAN (Artikel *eenhonderd vyf-en-vyftig* van die Wet).

Aan die gesagvoerder van die skip.....by die hawe van.....

1. Amptelike No. van skip..... Registrasiehawe van skip..... Eienaar van skip.....

Hiermee word u gelas om ondervermelde seeman aan boord van u skip te ontvang en hom ooreenkomstig die bepalings van artikel *eenhonderd vyf-en-vyftig* van die Handelskeepvaartwet, 1951 (Wet No. 57 van 1951), te vervoer na die hawe te.....
U sal betaal word teen die tariewe wat op die laaste bladsy van hierdie vorm gespesifiseer is.

Gedateer te.....op hede die.....dag van.....19.....

AMPTELIKE STEMPEL.

.....
Handtekening van Bevoegde Beampte.

.....
Ampstitel van Bevoegde Beampte.

Name van seeman wat vervoer moet word (in drukskrif).	Geboorteplek van seeman.	Geboortedatum van seeman.	Ras en nasionaliteit.	No. van seeman se verslagboek.	Huisadres van seeman.	Tuishawe (d.w.s. die laaste hawe van bestemming van seeman).

4. Declaration to be completed by applicant before a proper officer.

I, the undersigned.....declare that I am in distressed circumstances and hereby apply for.....

(Insert here the nature of assistance required, i.e. maintenance, relief, and/or return to proper return port.)

I further declare that I am in distress through—

* (*a*) having been left behind at.....on the.....19....., on the grounds of desertion.

* (*b*) having been left behind at.....on the.....19....., on the grounds of having been absent without leave.

* (*c*) having been left behind at.....on the.....19....., as a result of imprisonment for misconduct.

* (*d*) having been discharged from my ship at.....on the.....19....., by a Maritime Court on the grounds of misconduct.

* (*e*) having been discharged from my ship at.....on the.....19....., by mutual consent.

* (*f*) having been discharged/left behind at.....on the.....19....., on account of illness/injury sustained through my own wilful act or default or misbehaviour.

* (*g*) having been discharged/left behind at.....on the.....19.....,

for the following reasons.....

I have since been employed at.....as.....

I declare that the particulars appearing in this form are true and correct to the best of my knowledge and belief.

.....
Signature of Seaman.

Declared before me at.....on this.....day of.....19.....

.....
Signature and Title of Proper Officer.

* Delete words or lines which are not applicable. In regard to line (*e*) it shall be stated what arrangement was agreed to regarding any expenses which might be incurred as a result of the discharge.

Section *one hundred and fifty-four* of the Merchant Shipping Act, 1951 (Act No. 57 of 1951), reads as follows:—

"(4) All repatriation expenses, other than excepted expenses, incurred by or on behalf of the State in accordance with the provisions of this Act shall constitute a debt due to the State for which the owner of the ship to which the seaman in respect of whom they were incurred belonged at the time of his discharge or other event which resulted in his becoming a distressed seaman shall be liable. The owner shall not be entitled to recover from the seaman any amount paid by him to the State in settlement or part settlement of such debt.

(5) All excepted expenses incurred by or on behalf of the State in accordance with the provisions of this Act shall constitute a debt due to the State for which the seaman in respect of whom they were incurred and the owner of the ship to which that seaman belonged at the time of his discharge or other event which resulted in his becoming a distressed seaman shall be jointly and severally liable. The owner shall be entitled to recover from the seaman any amount paid by him to the State in settlement or part settlement of such debt, and may apply to the satisfaction of his claim so much as may be necessary of any wages due to the seaman.

(6) All excepted expenses incurred in accordance with the provisions of this Act in respect of any distressed seaman by the owner of the ship to which he belonged at the time of his discharge or other event which resulted in his becoming a distressed seaman shall constitute a debt due to the owner for which the seaman shall be liable. The owner may apply to the satisfaction of his claim so much as may be necessary of any wages due to the seaman. The owner shall not be entitled to recover from the seaman any repatriation expenses other than excepted expenses."

ANNEXURE B.
M. 45.

UNION OF SOUTH AFRICA.

DEPARTMENT OF CUSTOMS AND EXCISE (MARINE SECTION).

[MERCHANT SHIPPING ACT, 1951 (ACT NO. 57 OF 1951).]

ORDER FOR THE CONVEYANCE OF A DISTRESSED SEAMAN (Section *one hundred and fifty-five* of the Act).

1. To the master of the ship.....at the port of.....

Official No. of ship..... Port of registry of ship..... Owner of ship.....

You are hereby required to receive on board your ship and to convey in accordance with the provisions of section *one hundred and fifty-five* of the Merchant Shipping Act, 1951 (Act No. 57 of 1951), the undermentioned seaman to the port of..... You will be paid at the rates specified on the final page of this form.

Dated at.....this.....day of.....19.....

OFFICIAL STAMP.

.....
Signature of Proper Officer.

.....
Designation of Proper Officer.

Names of Seaman to be conveyed. (In block letters).	Place of Birth of Seaman.	Date of Birth of Seaman.	Race and Nationality.	No. of Seaman's Record Book.	Home Address of Seaman.	Proper Return Port (i.e. the final port of destination of seaman).

2. Besonderhede in verband met seereis waarop seeman nooddruftig geword het en omstandighede aangaande sodanige nood.

(*a*) Besonderhede van laaste seereis.

Naam van skip.	Amptelike No.	Registrasiehawe (of nasionaliteit).	Hawe waar seeman in diens geneem is en datum.	Hawe waar seereis sou eindig en datum.	Rang of gradering van seeman.	Loon van seeman.	(*b*) Plek van ontslag of agterlating van seeman, en datum.

(*c*) Oorsaak van ontslag of agterlating van seeman.

Drosting.	Afwesigheid sonder verlof.	Gevangenisstraf weens wangedrag.	Ontslaan deur seehof op grond van wangedrag.	Siekte (meld aard van en of veroorsaak deur eie opsetlike handeling of versuim of eie wangedrag).	Besering (meld aard van en of veroorsaak deur eie opsetlike handeling of versuim of eie wangedrag).	Beëindiging van Ooreenkoms.	Wederkerige toestemming.	Ander oorsake (spesifiseer).

3. Opgaaf van loon van seeman, en van onkoste deur bevoegde beampte aangegaan.

(*a*) Besonderhede van loon wat aan bevoegde beampte betaal is en waarmee Direkteur gekrediteer is.

Loon—	£	s.	d.	Aftrekkings—	£	s.	d.
Bedrag.....				Voorskotte.....			
				Ander (spesifiseer).....			
Mm totale aftrekkings.....							
NETTO SALDO.....£				TOTALE AFTREKKINGS.....£			

OPMERKING.—Voeg in „ GEEN " indien loon nie gedeponeer is nie.

(*b*) Besonderhede van onkoste wat deur bevoegde beampte aangegaan is.

	£	s.	d.
TOTAAL.....£			

4. Verklaring wat deur gesagvoerder van vervoerskip voor die bevoegde beampte by die hawe waarheen die seeman vervoer is, afgelê moet word.

Naam van skip.	Amptelike No.	Registrasiehawe.	Naam van gesagvoerder.	Volle getal van bemanning.

Getal van bemanning terwyl nooddruftige seeman vervoer is.	Datum waarop onderhoud aan boord 'n aanvang geneem het.	Plek waar nooddruftige seeman aan wal gesit is (indien nie aan wal gesit nie moet oorsaak gemeld word).	Datum waarop nooddruftige seeman aan wal gesit is of ander reëlings vir hom getref is.	Getal dae wat nooddruftige seeman onderhou is.

2. Particulars regarding voyage during which seaman became distressed and circumstances relating to such distress.

(*a*) Particulars of Last Voyage.							(*b*) Place of Discharge or leaving behind of Seaman and Date.
Name of Ship.	Official No.	Port of Registry (or nationality).	Port where Seaman was Engaged and Date.	Port where Voyage was to Terminate and Date.	Rank or Rating of Seaman.	Wages of Seaman.	

(*c*) Cause of Discharge or leaving behind of Seaman.

Desertion.	Absence without Leave.	Imprisonment for Misconduct.	Discharge by Maritime Court on ground of Misconduct.	Illness (state nature of and whether due to own wilful act or default or own misbehaviour).	Injury (state nature of and whether due to own wilful act or default or own misbehaviour).	Termination of Agreement.	Mutual Consent.	Other Causes (specify).

3. Statement of wages of seaman, and of expenses incurred by proper officer.

(*a*) Particulars of wages paid to proper officer and credited to Director.

Wages—	£	s.	d.	Deductions—	£	s.	d.
Amount.....				Advances.....			
				Other (specify).....			
Less total deductions.....							
NET BALANCE.....£				TOTAL DEDUCTIONS.....£			

NOTE.—Insert " NONE " if wages not deposited.

(*b*) Particulars of expenses incurred by proper officer.

	£	s.	d.
TOTAL.....£			

4. Declaration to be made by master of conveying ship before the proper officer at the port to which the seaman is conveyed.

Name of Ship.	Official No.	Port of Registry.	Name of Master.	Complement of Crew.

No. of Crew while Distressed Seaman was being conveyed.	Date when Maintenance on Board commenced.	Place where Distressed Seaman Landed (if not landed, cause to be stated).	Date when Distressed Seaman landed or otherwise disposed of.	Number of Days Distressed Seaman was maintained.

Hiermee verklaar ek dat die nooddruftige seeman in hierdie ordervorm vermeld deur my vir genoemde tydperk onderhou is en dat ek gedurende daardie tydperk my volledige getal bemanning (uitgesonderd_____), uitsluitende die voormelde seeman, gehad het.

Handtekening van Gesagvoerder.

Voor my verklaar_____ op hede die_____ dag van_____ 19____

Hawe_____

AMPTELIKE STEMPEL.

Handtekening van Bevoegde Beampte.

5. Eis vir onkoste aangegaan deur gesagvoerder van skip vir mediese behandeling en bykomstige dieet ten opsigte van die nooddruftige seeman.

Aard van siekte.	Datums waarop mediese behandeling verskaf is.	Datums waarop bykomstig dieët verskaf is.	Aantal dae.	Wyn en spiritus verskaf.		Totale bedrag verskuldig.
				Beskrywing.	Prys.	

Hiermee erken ek ontvangs van die mediese behandeling, ens., hierin vermeld.

Handtekening van Seeman.

Datum_____

Gesertifiseer ooreenkomstig die amptelike skeepsjoernaal.

Handtekening van Gesagvoerder.

Handtekening van Geneesheer.

Datum_____

6. Sertifikaat van die bevoegde beampte by die hawe waar die nooddruftige seeman aan wal gesit is, en kwitansie van gesagvoerder vir vervoer.

Aantal dae onderhou.	Tarief per dag.	Bedrag. £	s.	d.
Suez-kanaal-gelde wanneer betaalbaar.....				
Mediese behandeling, ens., soos in afdeling 5.....				
TOTAAL.....£				

Hiermee sertifiseer ek dat die bedrag van £_____ : ____ s. ____ d. verskuldig is vir die vervoer van die nooddruftige seeman.

AMPTELIKE DATUMSTEMPEL.

Hawe_____

Handtekening van Bevoegde Beampte.

Hiermee erken ek ontvangs van die bedrag van £_____ : ____ s. ____ d. soos hierbo aangetoon.

Hawe_____

Datum_____

Handtekening van Gesagvoerder.

7. Balans van loon.

Loon—	£	s.	d.	Uitgawes—	£	s.	d.
Balans van loon soos in afdeling 3 gemeld.....				(*a*) Tuishawe onkoste— Spoorgeld na_____			
Min totale aftrekkings (*a*) en (*b*)....				Onderhoudskoste, ens.....			
				(*b*) Aftrekking vir onkoste in afdeling 6 genoem..			
BALANS AAN SEEMAN VERSKULDIG..... £				TOTALE AFTREKKINGS.....£			

I hereby declare that the distressed seaman recorded in this order form was maintained by me for the period stated and that during the whole of that period I had my full complement of crew (except_____), exclusive of the aforesaid seaman.

_____
Signature of Master.

Declared before me_____on this_____day of_____19____

Port_____

OFFICIAL STAMP.

_____
Signature of Proper Officer.

5. Claim for expenses incurred by master of ship for medical attendance and extra diet in respect of the distressed seaman.

Nature of Illness.	Dates on which Medical Attendance was given.	Dates on which extra Diet was given.	Number of Days.	Wines and Spirits Supplied.				Total Amount Due.		
				Description.	Price.					
					£	s.	d.	£	s.	d.

I hereby acknowledge receipt of the medical attendance, et,c. stated herein.

Date_____

_____
Signature of Seaman.

Certified in accordance with the official log-book.

_____
Signature of Master.

_____
Signature of Medical Practitioner.

Date_____

6. Certificate of the proper officer at the port where the distressed seaman is landed, and receipt of master for conveyance.

No. of Days Maintained.	Rate per Day.	Amount.		
		£	s.	d.
Suez Canal dues when payable				
Medical attendance, etc., as in division 5.....				
TOTAL.....£				

I hereby certify that the amount of £_____:____s.____d. is due for the conveyance of the distressed seaman.

OFFICIAL DATE STAMP.

Port_____

_____
Signature of Proper Officer.

I hereby acknowledge receipt of the sum of £_____:____s.____d. as shown above.

Port_____

Date_____

_____
Signature of Master.

7. Balance of wages.

Wages—	£	s.	d.	Expenses—	£	s.	d.
Balance of wages as stated in division 3				(*a*) Return port expenses—			
Less total deductions (*a*) and (*b*)....				Rail fare to_____			
				Maintenance charges, etc.....			
				(*b*) Deduction for expenses mentioned in division 6			
BALANCE DUE TO SEAMAN.....£				TOTAL DEDUCTIONS.....£			

(OPMERKING.—Aftrekkings moet slegs gemaak word in gevalle van drosting, afwesigheid sonder verlof, gevangenisstraf weens wangedrag, ontslag van skip deur 'n seehof op grond van wangedrag, ontslag deur wederkerige toestemming, en in gevalle van siekte of besering as gevolg van die seeman se eie opsetlike handeling of versuim of eie wangedrag.)

Ek verklaar dat ek na die volgende adres vertrek_____.

Ek erken ontvangs van die bedrag van_____ (£_____ : _____ s. _____ d.) synde die balans van loon aan my verskuldig.

Datum_____

Plek_____

Handtekening van Seeman.

Opsomming—	£	s.	d.	
(*a*) Vervoerkoste soos onder afdeling 4.....				
(*b*) Uitgawes soos in afdeling 5.....				Hawe_____
(*c*) Tuishawe-onkoste soos in afdeling 7.....				
(*d*) Loon.....				
TOTAAL.....£				

OPDRAGTE WAT NAGEKOM MOET WORD.

1. Dit is uiters belangrik dat die besonderhede in afdeling 2 van hierdie vorm juis moet wees daar hulle die basis van skikking met die seeman vorm wanneer hy aan wal gesit word.

2. Die seeman se eiendom, ontslagboek en loonstaat (indien enige) moet hom vergesel.

3. Inskrywings moet in die amptelike skeepsjoernaal gemaak word van die ontvangs aan boord van die seeman en van enige mediese behandeling of geriewe verleen en van sy ontskeping.

4. As die seeman na enige ander skip oorgeplaas word, moet die besonderhede, met die datum van oorplasing en die skip se naam, ten tye van oorplasing in die amptelike skeepsjoernaal van beide skepe aangeteken word.

5. By aankoms by die hawe waarheen die seeman vervoer word, moet die gesagvoerder reël dat hy na die bevoegde beampte geneem word.

6. Verantwoordelikheid vir die betaling van die eis sal nie aanvaar word nie tensy die seeman getoon word of voldoende redes aangegee word om te bewys dat dit nie gedoen kan word nie.

7. In spesiale gevalle waar die gesondheid van 'n seeman wat kragtens hierdie order vervoer word, na die mening van die geneesheer, mediese behandeling, bykomstige diëet of wyn verg, moet inskrywings in die amptelike skeepsjoernaal gemaak word van die dae waarop sodanige behandeling, ens., gegee was en onderteken word deur die gesagvoerder en geneesheer wat afdeling 5 moet voltooi ten einde die toelaag van 1s. per dag wat toegestaan word in gevalle waar seelui sodanige behandeling of bykomstige dieët nodig het, en betaling vir die wyn wat ooreenkomstig die geneesheer se bevel verskaf is te ontvang.

8. Aftrekkings kan slegs gemaak word in gevalle van drosting, afwesigheid sonder verlof, gevangenisstraf weens wangedrag, ontslag van 'n skip deur 'n seehof op grond van wangedrag, ontslag deur wederkerige toestemming, en in gevalle van siekte of besering as gevolg van die seeman se eie opsetlike handeling of versuim of eie wangedrag.

9. Die vervoertariewe voorgeskryf is soos volg:—

	Per dag. s. d.
(*a*) Gesagvoerders, navigasie- en ingenieur-offisiere (gediplomeerd of ongediplomeerd), geneeshere, hoofbetaalmeesters, hoofkelners, radio-offisiere, leerling-offisiere en kadette, wanneer diëet en akkommodasie beter is as wat gewoonlik aan nooddruftige seelui verskaf word, andersins dieselfde as (*b*).....	10 0
(*b*) Ander blanke lede van 'n bemanning.....	7 6
(*c*) Lede van die bemanning wat Kleurlinge, Indiërs en Naturelle is.....	4 0

10. 'n Aparte vorm moet vir elke seeman gebruik word.

11. Bevoegde beamptes moet hulself deur middel van die skeepsdokumente oortuig dat die eise ten opsigte van onkoste deur die gesagvoerder aangegaan korrek is voordat betaling aan die gesagvoerder ooreenkomstig afdeling 6 of aan die seeman ooreenkomstig afdeling 7 gemaak word. In gevalle waar hulle nie oortuig is nie, moet die saak na die Direkteur verwys word.

(NOTE.—Deductions are only to be made in cases of desertion, absence without leave, imprisonment for misconduct, discharge from ship by a maritime court on the ground of misconduct, discharge by mutual consent, and in cases of illness or injury due to the seaman's own wilful act or default or own misbehaviour.)

I declare that I am proceeding to the following address_____

I acknowledge receipt of the amount of_____ (£_____ : ____ s. ____ d.) being the balance of wages due to me.

Date_____

Place_____ Signature of Seaman.

Summary—	£	s.	d.
(*a*) Conveyance expenses as under division 4.....			
(*b*) Expenses as in division 5.....			
(*c*) Return port expenses as in division 7.....			
(*d*) Wages.....			
TOTAL.....£			

Port_____

INSTRUCTIONS TO BE OBSERVED.

1. It is most important that the particulars in division 2 of this form shall be correct as they form the basis of settlement with the seaman when landed.

2. The seaman's effects, discharge book and account of wages (if any) shall accompany him.

3. Entries shall be made in the official log-book of the receipt on board of the seaman and of any medical attention or comforts given and of his disembarkation.

4. If the seaman is transferred to any other ship, the particulars, with the date of transfer and the ship's name, shall be entered at the time of transfer in the official log-book of both ships.

5. On arrival at the port to which the seaman is conveyed, the master shall arrange for him to be taken to the proper officer.

6. Responsibility for the payment of the claim will not be accepted unless the seaman is produced or adequate reasons furnished to show why this cannot be done.

7. In special cases where in the opinion of the medical practitioner, the health of a seaman conveyed under this order demands medical attention, extra diet or wines, entries shall be made in the official log-book of the days on which such attendance, etc., was given and signed by the master and medical practitioner who shall complete division 5 in order to obtain the allowance of 1s. a day granted in cases where seamen have required such attendance or extra diet, and payment of wines supplies under the order of the medical practitioner.

8. Deductions shall only be made in cases of desertion, absence without leave, imprisonment for misconduct, discharge from ship by a maritime court on the ground of misconduct, discharge by mutual consent, and in cases of illness or injury due to the seaman's own wilful act or default or own misbehaviour.

9. The conveyance rates prescribed are as follows:—

	Per Day. s.	d.
(*a*) Masters, navigating and engineer officers (certificated and uncertificated), medical practitioners, chief pursers, chief stewards, radio officers, apprentice-officers and cadets, when diet and accommodation superior to that usually afforded distressed seamen, otherwise same as (*b*).....	10	0
(*b*) Other European members of crew.....	7	6
(*c*) Coloured, Indian and Native members of crew.....	4	0

10. A separate form shall be used for each seaman.

11. Proper officers are required to satisfy themselves from the ship's papers that claims in respect of expenses incurred by the master are correct before making payment to the master under division 6 or to the seaman under division 7. In cases where they are not satisfied, the matter shall be referred to the Director.

No. 1126 (Unie).] [26 Julie 1957.

MARINE-AFDELING.

Onderstaande ontwerp-regulasies voorgestel om kragtens die bepalings van paragraaf (xxxix) van subartikel (1) van artikel *driehonderd ses-en-vyftig*, gelees met artikel *eenhonderd ses-en-vyftig* van die Handelskeepvaartwet, 1951 (Wet No. 57 van 1951), uitgevaardig te word, word hierby vir algemene inligting gepubliseer. Persone wat kommentaar wil lewer of aanbevelings wil doen, kan hulle aan die Kommissaris van Doeane en Aksyns, Marine-afdeling, Posbus 376, Pretoria, op of voor 30 September 1957 deurstuur.

Regulasies waarby die proviand wat aan seelui en leerling-offisiere verskaf moet word, voorgeskryf word.

INHOUD.

1. Opskrif van hierdie regulasies.
2. Woordbetekenis.
3. Proviand wat verskaf moet word.
4. Uitsonderings.

Bylae.—Skaal van proviand.

OPSKRIF VAN HIERDIE REGULASIES.

1. Hierdie regulasies heet die Proviandregulasies.

WOORDBETEKENIS.

2. Enige verwysing in hierdie regulasies na uitdrukkings of woorde wat in die Handelskeepvaartwet, 1951, voorkom, moet, tensy uit die samehang anders blyk, uitgelê word volgens die betekenis by die Wet daaraan gegee.

[LET WEL.—Die volgende woordbepalings wat in artikel *twee* van die Wet verskyn, word vir algemene inligting aangehaal:—

„leerling-offisier", 'n vakleerling in die seediens wat deur 'n leerkontrak verbind is;

* „bevoegde beampte", die beampte wat deur die Minister aangewys is as die bevoegde beampte by die plek en ten opsigte van die saak waarna verwys word in die bepaling in hierdie Wet waarin die uitdrukking voorkom; en

„seeman", 'n persoon (behalwe 'n gesagvoerder, loods of leerling-offisier) wat in diens is of in diens geneem is in enige hoedanigheid as lid van 'n skip se bemanning.

* Die voorneme bestaan om die Minister se magtiging te verkry om die volgende beamptes as „bevoegde beamptes" in die Unie aan te wys:—

Te Kaapstad en Durban: Die Hoofbeampte van die Marine-opnemingskantoor.

Te Port Elizabeth en Oos-Londen: Die Koopvaardymeester.

Te Mosselbaai, Port Nolloth, Luderitz en Walvisbaai: Die Ontvanger van Doeane.]

PROVIAND WAT VERSKAF MOET WORD.

3. Aan elke seeman en leerling-offisier wat op 'n Suid-Afrikaanse skip van meer as eenhonderd bruto-registerton in diens is en wat nie sy eie proviand verskaf nie, moet proviand ooreenkomstig die skaal wat in die Bylae by hierdie regulasie uiteengesit word, verskaf word.

UITSONDERINGS.

4. Die bepalings van regulasie 3 is nie van toepassing op nie-blanke seelui wat nie aan 'n dieet vir blankes gewoond is nie en ten opsigte van wie 'n voldoende skaal van proviand soos deur die bevoegde beampte goedgekeur is in die ooreenkoms met die bemanning opgeteken is.

No. 1126 (Union).] [26 July 1957.

MARINE SECTION.

The following draft regulations proposed to be made under the provisions of paragraph (xxxix) of sub-section (1) of section *three hundred and fifty-six* read with section *one hundred and fifty-six* of the Merchant Shipping Act, 1951 (Act No. 57 of 1951), are hereby published for general information. Any person who wishes to make any comments or suggestions may submit them to the Commissioner of Customs and Excise, Marine Section, P.O. Box 376, Pretoria, on or before the 30th September, 1957.

These regulations prescribe the provisions to be furnished to seamen and apprentice-officers.

CONTENTS.

1. Title of these Regulations.
2. Interpretation.
3. Provisions to be Furnished.
4. Exceptions.

Annexure.—Scale of Provisions.

TITLE OF THESE REGULATIONS.

1. These regulations are called the Provisions Regulations.

INTERPRETATION.

2. Any reference in these regulations to phrases or words which occur in the Merchant Shipping Act, 1951, unless the context indicates otherwise, shall be construed as having the meaning assigned to them in that Act.

[NOTE.—The following definitions which appear in section *two* of the Act are quoted for information:—

"apprentice-officer" means an indentured apprentice to the sea service;

* "proper officer" means the officer designated by the Minister to be the proper officer at the place and in respect of the matter to which reference is made in the provision of this Act in which the expression occurs; and

"seaman" means any person (except a master, pilot or apprentice-officer) employed or engaged in any capacity as a member of the crew of a ship.

* It is proposed to seek the Minister's authority to designate the following officers as "proper officers" in the Union:—

At Cape Town and Durban: The Principal Officer of the Marine Survey Office.

At Port Elizabeth and East London: The Shipping Master.

At Mossel Bay, Port Nolloth, Luderitz and Walvis Bay: The Collector of Customs.]

PROVISIONS TO BE FURNISHED.

3. Every seaman and apprentice-officer serving on a South African ship of more than one hundred gross register tons who does not furnish his own provisions, shall be furnished with provisions in accordance with the scale set forth in the Annexure to these regulations.

EXCEPTIONS.

4. The provisions of regulation 3 shall not apply to non-European seamen who are not accustomed to a European dietary and in respect of whom an adequate scale of provisions as approved by the proper officer is recorded in the agreement with the crew.

BYLAE.

SKAAL VAN PROVIAND.

Artikel.	*Toelae per week.*
Water	28 kwarte.
Sagte-brood	7 lb.
Vars vleis	8¾ lb.
Vars vis, Eiers, Gerookte ham of spek	Sien Opmerking (1) hieronder en paragrawe 3, 4 en 5 van Voorwaardes en Uitsonderings.
Aartappels	7 lb.
Gedroogde of saamgepersde groente	½ lb.
Ertjies, gesplete	¼ lb.
Groenertjies, snyboontjies of botterboontjies	1¼ lb.
Fynmeel	2 lb.
Rys	6 ons.
Hawermeel, hawermout of soortgelyke graankos	6 ons.
Tee	3 ons.
Koffie (wat nie meer as 25 persent sigorei bevat nie) *of* Kakao (of sjokolade)	2 ons. / 3 ons.
Suiker [sien Opmerking (2) hieronder]	1½ lb.

Artikel.	*Toelae per week.*
Melk— Blikkiesmelk *of* Melkpoeier	9⅓ ons. / 4 ons.
Melk, vir kookdoeleindes— Blikkiesmelk *of* Melkpoeier	4⅔ ons. / 2 ons.
Botter [sien Opmerking (2) hieronder]	¾ lb.
Marmelade of konfyt	½ lb.
Stroop	2 ons.
Kaas	4 ons.
Niervet	4 ons.
Atjar	¼ pint.
Uie	½ lb.
Droëvrugte	5 ons.
Fynsout	2 ons.
Mosterd	¼ ons.
Peper	¼ ons.
Kerriepoeier	¼ ons.

OPMERKING:—

(1) Die beperking op die gebruik van vars vis, eiers en gerookte ham of spek as ekwivalente van vars vleis beteken dat die maksimum hoeveelheid wat van die weeklikse rantsoen vars vleis afgetrek kan word ten opsigte van hierdie ekwivalente 2 lb. 3 ons is.

(2) Die hoeveelhede suiker en botter wat in die skaal hierbo aangegee word, sluit nie die hoeveelhede in wat vir die voorbereiding van maaltye gebruik word nie.

VOORWAARDES EN UITSONDERINGS BY DIE TOEPASSING VAN DIE SKAAL.

1. *Algemeen.*—Die uitreiking van die proviand waarvan in die skaal hierbo melding gemaak word, moet dwarsdeur die week redelik versprei word; en in die geval van water, sagte-brood, vleis en aartappels moet die uitreiking elke dag ongeveer dieselfde wees.

2. *Brood.*—Die uitreiking van sagte-brood, ooreenkomstig die skaal word nie vereis—

(*a*) op 'n skip van minder as 1,000 bruto-registerton; of

(*b*) indien onstuimige weer of siekte, of afwesigheid van kok, of gevalle van oormag die bak van brood onuitvoerbaar maak nie; maar wanneer sagte-brood nie gebruik word nie, moet 'n gelykstaande hoeveelheid beskuit wat in verseëlde blikke bewaar word in die plek daarvan gebruik word.

3. *Vleis.*—Die woord „vleis" sluit „varkvleis" in. Die gewig van vars vleis is die gewig, insluitende vet en been, voordat dit voorberei word om gekook te word. Wanneer vars vleis nie beskikbaar is nie, kan dit deur sout- of ingelegde vleis vervang word in die verhouding van ¾ lb. soutvleis of ½ lb. ingelegde vleis vir 1 lb. vars vleis. Vars afval en vars wors tel as die ekwivalent van vars vleis. Ander wors tel as ingelegde vleis. Gerookte ham of spek moet indien dit verkrygbaar is teen redelike prys, voorsien word tot die mate van 6 ons weekliks maar nie meer as 8 ons nie en tel as ingelegde vleis.

OPMERKING.—In skepe sonder 'n yskas is dit onwenslik om aan te neem dat vars vleis in 'n goeie toestand behoue sal bly vir meer as 15 dae vanaf die datum waarop dit aan boord gebring word.

4. *Vis.*—Die gewig van vars vis is die bruto-gewig voordat dit voorberei word om gekook te word. Vars vis tot 'n hoeveelheid van hoogstens 1½ lb. per week kan in die plek van vars vleis gebruik word en daar sal geag word dat dit gelykstaande is met twee-derdes van sy gewig vars vleis. In enige week waarin minder as 8 ons vars vis uitgereik word, moet vis van 'n vetagtige soort uitgereik word, soos gerookte haring of blikkiessalm, harings, pelsers of sardientjies, waarvan die gewig een-helfte moet wees van die hoeveelheid waarmee die vars vis wat uitgereik is minder as 8 ons is. Gedroogde vis of blikkies-salm, harings, pelsers of sardientjies kan gebruik word in die plek van vars vis in die verhouding van 1½ ons gedroogde vis of 1 ons-blikkiesvis tot 2 ons vars vis.

5. *Eiers.*—Minstens vier eiers, vars of in die dop bewaar, moet gedurende die eerste 14 dae van enige reis wat by 'n Unie-hawe begin, uitgereik word, en vir elke week daarna moet twee eiers uitgereik word, indien dit verkrygbaar is teen 'n redelike prys en indien daar fasiliteite is vir hul bewaring. Elke eier wat só uitgereik word, sal geag word as gelykstaande te wees met 1½ ons vars vleis ooreenkomstig die skaal. Meer eiers as wat hierin genoem is, kan uitgereik word, maar daar sal nie geag word dat hulle by die skaal ingesluit is nie.

6. *Aartappels.*—Vars aartappels (wanneer in goeie toestand verkrygbaar) moet uitgereik word vir ten minste die eerste agt weke van die reis in die geval van elke skip wat 'n Unie-hawe verlaat.

Wanneer vars aartappels nie aldus uitgereik word nie, moet 'n gelyke hoeveelheid rys, patats, of groente wat in blikke ingelê is, of 'n gelykstaande hoeveelheid gedroogde of saamgepersde aartappels of gedroogde of saamgepersde groente in die verhouding van 1 lb. tot 6 lb. vars aartappels, of vars brood in die verhouding van 1 lb. brood tot 1 lb. vars aartappels, in die plek daarvan uitgereik word.

7. *Melkpoeier.*—Melkpoeier mag uitgereik word in die plek van blikkiesmelk, slegs waar toestande aan boord sodanig is dat dit in goeie toestand gehou kan word, in 'n koel, droë plek, vir die tydperk waarin dit benodig mag word.

8. *Groente.*—Vars groente moet so dikwels moontlik voorsien word, indien dit verkrygbaar is teen redelike prys en indien dit nie nadelig vir die gesondheid is nie. Op elke dag wanneer ½ lb. vars groente (of groente wat in blikke ingelê is) voorsien word, moet dit vir die doel van die skaal geag word as gelykstaande te wees met een dag se voorsiening van gedroogde of saamgepersde groente en van groenertjies, snyboontjies of botterboontjies.

9. *Droëvrugte.*—Droëvrugte wat ooreenkomstig bostaande skaal uitgereik word, moet rosyntjies, sultanas, korente, vye, pruimedante, appels, perskes of appelkose wees.

10. *Uie.*—Uie wat ooreenkomstig bostaande skaal uitgereik moet word, moet vars of gedroogde uie wees wanneer dit die seisoen daarvoor is; en wanneer dit nie die seisoen vir vars of gedroogde uie is nie, moet 'n gelyke hoeveelheid uie of ander groente wat in blikke ingelê is, of 'n gelykstaande hoeveelheid droë of saamgepersde uie of ander groente in die verhouding van 1 ons tot ½ lb. vars uie, uitgereik word.

11. Stookruimwerkers moet voldoende hawermeel en een ekstra kwart water ontvang elke dag terwyl die skip onder stoom is.

OPMERKING.—In enige geval waar proviand wat in blikke is, uitgereik word, moet die gewig daarvan bereken word sonder inbegrip van die houer.

PLAASVERVANGERS EN EKWIVALENTE (MOET NIE GEBRUIK WORD SONDER BILLIKE REDE NIE).

Soutvleis	¾ lb.	Moet gelykstaande geag word met 1 lb. vars vleis.
Ingelegde vleis	½ lb.	
Koffie	1 ons	Moet as gelykstaande geag word.
Kakao of sjokolade	1¼ ons	
Tee	½ ons	
Fynmeel	1 lb.	Moet as gelykstaande geag word.
Beskuit	1 lb.	
Rys	1 lb.	
Hawermeel, hawermout of soortgelyke graankos	1 lb.	

Gesplete ertjies	⅛ lb.	Moet as gelykstaande geag word wanneer dit saam met vleisrantsoen uitgereik word.
Fynmeel	¾ lb.	
Groenertjies, sny- of botterboontjies	½ lb.	
Rys	¾ lb.	
Marmelade	1 lb.	Moet as gelykstaande geag word.
Konfyt	1 lb.	
Stroop	1 lb.	
Botter	½ lb.	
Kaas	½ lb.	
Blikkiesmelk	9½ ons	Moet as gelykstaande geag word.
Melkpoeier	4 ons	
Mosterd, Kerriepoeier		Moet as gelykstaande geag word.

ANNEXURE.

SCALE OF PROVISIONS.

Article.	*Allowance per Week.*
Water	28 quarts.
Soft bread	7 lb.
Fresh meat	8¾ lb.
Fresh fish, Eggs, Smoked ham or bacon	See Note (1) below and paragraphs 3, 4 and 5 of Conditions and Exceptions.
Potatoes	7 lb.
Dried or compressed vegetables	½ lb.
Peas, split	¼ lb.
Green peas, haricot-beans or butter beans	1¼ lb.
Flour	2 lb.
Rice	6 oz.
Oatmeal, rolled oats or similar cereal	6 oz.
Tea	3 oz.
Coffee (containing not more than 25 per cent chicory)	2 oz.
or	
Cocoa (or chocolate)	3 oz.
Sugar [see Note (2) below]	1½ lb.

Article.	*Allowance per Week.*
Milk—	
Condensed	9⅓ oz.
or	
Dried	4 oz.
Milk, for cooking—	
Condensed	4⅔ oz.
or	
Dried	2 oz.
Butter [see Note (2) below]	¾ lb.
Marmalade or jam	½ lb.
Syrup	2 oz.
Cheese	4 oz.
Suet	4 oz.
Pickles	¼ pint.
Onions	½ lb.
Dried fruit	5 oz.
Fine salt	2 oz.
Mustard	¼ oz.
Pepper	¼ oz.
Curry powder	¼ oz.

NOTE:—

(1) The limitation on the use of fresh fish, eggs and smoked ham or bacon as equivalents for fresh meat means that the maximum amount which can be deducted from the weekly ration of fresh meat, in respect of these equivalents, is 2 lb. 3 oz.

(2) The amounts of sugar and butter shown in the above scale are exclusive of the amounts used in the preparation of meals.

CONDITIONS AND EXCEPTIONS IN APPLYING SCALE.

1. *General.*—The issue of the provisions referred to in the above scale shall be reasonably distributed throughout the week; and in the case of water, soft bread, meat and potatoes the issue shall be approximately equal each day.

2. *Bread.*—The issue of soft bread under the scale shall not be required—

(*a*) in a ship of less than 1,000 gross register tons; or

(*b*) if rough weather or illness, or absence of cook, or *force majeure* renders the making of bread impracticable;

but where soft bread is not used, an equivalent amount of biscuit stored in sealed tins shall be used instead.

3. *Meat.*—The term " meat ", includes " pork." The weight of fresh meat is the weight, including fat and bone, before preparation for cooking. When fresh meat is not available, salt or preserved meat may be substituted in the proportion of ⅔ lb. of salt meat or ½ lb. of preserved meat for 1 lb. of fresh meat. Fresh offal and fresh suasage count as the equivalent of fresh meat. Other sausage counts as preserved meat. Smoked ham or bacon should, when procurable at reasonable cost, be supplied to the extent of 6 oz. weekly but not exceeding 8 oz. and count as preserved meat.

NOTE.—In ships with no refrigerator it is undesirable that reliance should be placed on fresh meat keeping in good condition for more than 15 days from the date on which it is taken on board.

4. *Fish.*—The weight of fresh fish is the gross weight before preparation for cooking. Fresh fish up to an amount not exceeding 1½ lb. per week may be substituted for fresh meat and shall be regarded as equivalent to two-thirds of its weight of fresh meat. In any week in which less than 8 oz. of fresh fish is issued there shall be issued fish of a fatty type, such as kippers or tinned salmon, herrings, pilchards or sardines, the weight of which shall be one-half the amount by which the fresh fish issued is less than 8 oz. Dried fish or tinned salmon, herrings, pilchards or sardines may be substituted for fresh fish in the proportion of 1½ oz. of dried fish or 1 oz. of tinned fish to 2 oz. of fresh fish.

5. *Eggs.*—Not less than four eggs, fresh or preserved in shell, shall be issued during the first fortnight of any voyage starting from a Union port, and two eggs for each week thereafter should be issued, if obtainable at a reasonable price, and if there are facilities for keeping them. Each egg so issued shall be regarded as the equivalent of 1½ oz. of fresh meat under the scale. Eggs in excess of these may be issued, but shall not count against the scale.

6. *Potatoes.*—Fresh potatoes (when procurable in sound condition) must be issued for at least the first eight weeks of the voyage in the case of every ship leaving a Union port.

When fresh potatoes are not so issued, an equal amount of rice, sweet potatoes or vegetables preserved in tins, or an equivalent amount of dried or compressed potatoes or dried or compressed vegetables in the proportion of 1 lb. to 6 lb. of fresh potatoes, or fresh bread in the proportion of 1 lb. of bread to 1 lb. of fresh potatoes, must be issued in their place.

7. *Dried milk.*—Dried milk may only be issued in lieu of condensed milk where the conditions on board are such as to enable it to be kept in good condition, in a cool, dry place, for the period during which it may be required.

8. *Vegetables.*—Fresh vegetables should be supplied as often as possible when they can be procured at a reasonable cost and are not likely to be injurious to health. On each day when ½ lb. of fresh vegetables (or vegetables preserved in tins) is supplied, these are to be regarded for purposes of the scale as equivalent to one day's supply of dried or compressed vegetables and of green peas, haricot or butter beans.

9. *Dried fruits.*—Dried fruits issued under the above scale must be raisins, sultanas, currants, figs, prunes, apples, peaches or apricots.

10. *Onions.*—The onions to be issued under the above scale must be fresh or dried onion when in season; and when fresh or dried onions are not in season, an equal amount of onions or other vegetables preserved in tins, or an equivalent amount of dried or compressed onions or other vegetables in the proportion of 1 oz. to ½ lb. of fresh onions must be issued.

11. The stokehold hands are to receive sufficient oatmeal and one quart of water extra daily while under steam.

NOTE.—In any case where tinned provisions are issued, the weight thereof shall be calculated exclusive of the container.

SUBSTITUTES AND EQUIVALENTS (NOT TO BE USED WITHOUT REASONABLE CAUSE).

Salt meat	⅔ lb.	To be considered equal to 1 lb. fresh meat.
Preserved meat	½ lb.	
Coffee	1 oz.	To be considered equal.
Cocoa or chocolate	1½ oz.	
Tea	½ oz.	
Flour	1 lb.	To be considered equal.
Biscuit	1 lb.	
Rice	1 lb.	
Oatmeal, rolled oats or similar cereals	1 lb.	

Split peas	⅓ lb.	To be considered equal when issued with meat rations.
Flour	¾ lb.	
Green peas, haricot or butter beans	½ lb.	
Rice	¾ lb.	
Marmalade	1 lb.	To be considered equal.
Jam	1 lb.	
Syrup	1 lb.	
Butter	½ lb.	
Cheese	½ lb.	
Condensed milk	9½ oz.	To be considered equal.
Dried milk	4 oz.	
Mustard		To be considered equal.
Curry powder		

No. 1127 (Unie).] [26 Julie 1957.

MARINE-AFDELING.

Onderstaande ontwerp-regulasies voorgestel om kragtens die bepalings van paragraaf (xxxix) van subartikel (1) van artikel *driehonderd ses-en-vyftig*, gelees saam met artikel *eenhonderd en sestig* van die Handelskeepvaartwet, 1951 (Wet No. 57 van 1951), uitgevaardig te word, word hierby vir algemene inligting gepubliseer. Persone wat kommentaar wil lewer of aanbevelings wil doen, kan hulle aan die Kommissaris van Doeane en Aksyns, Marine-afdeling, Posbus 376, Pretoria, op of voor 30 September 1957 deurstuur.

Regulasies waarby die beddegoed, handdoeke, tafelgereedskap en ander artikels vir persoonlike gebruik wat aan seelui en leerling-offisiere op 'n Suid-Afrikaanse skip voorsien moet word, voorgeskryf word.

INHOUD.

1. Opskrif van hierdie regulasies.
2. Woordbetekenis.
3. Skepe waarop hierdie regulasies van toepassing is.
4. Wat verskaf moet word en deur wie.
5. Uitsonderings.
6. Toestand van artikels wat verskaf word.
7. Inspeksies.
8. Vervanging en teruggee van artikels.
9. Geskille en klagtes.

OPSKRIF VAN HIERDIE REGULASIES.

1. Hierdie regulasies heet die regulasies betreffende beddegoed, handdoeke, tafelgereedskap en ander artikels vir persoonlike gebruik.

WOORDBETEKENIS.

2. Enige verwysing in hierdie regulasies na uitdrukkings of woorde wat in die Handelskeepvaartwet, 1951, voorkom, moet, tensy uit die samehang anders blyk, uitgelê word volgens die betekenis by die Wet daaraan gegee.

[LET WEL.—Onderstaande woordbepalings wat in artikel *twee* van die Wet verskyn, word vir algemene inligting aangehaal:—

„leerling-offisier", 'n vakleerling in die seediens wat deur 'n leerkontrak verbind is;

„Direkteur", die Direkteur van Handelskeepvaart wat kragtens artikel *vyf* aangestel is;

„gesagvoerder", ten opsigte van 'n skip, iemand (behalwe 'n loods) wat toesig het of gesag voer oor bedoelde skip;

„geneesheer"—

(*a*) by 'n plek in die Unie, iemand wat as sodanig ingevolge die Wet op Geneeshere, Tandartse en Aptekers, 1928 (Wet No. 13 van 1928), geregistreer is; of

(*b*) by 'n plek buite die Unie, iemand wat ingevolge die Wet wat op daardie plek van krag is, geregtig is om as sodanig te praktiseer;

*„bevoegde beampte", die beampte wat deur die Minister aangewys is as die bevoegde beampte by die plek en ten opsigte van die saak waarna verwys word in die bepaling in hierdie Wet waarin die uitdrukking voorkom; of as geen sodanige aanwysing gemaak is nie—

(*a*) by 'n plek in die Unie, die hoofdoeanebeampte;

(*b*) by 'n plek buite die Unie maar in 'n deel van die Statebond, die persoon aan wie kragtens die wet wat in daardie deel van die Statebond van krag is, die amp toevertrou is of die plig opgelê is waarna verwys word in die bepaling van hierdie Wet waarin die uitdrukking voorkom; of as daar geen sodanige persoon is nie, die persoon wat in paragraaf (*c*) van hierdie omskrywing aangedui word; of

* Die voorneme bestaan om die Minister se magtiging te verkry om die volgende beamptes as „bevoegde beamptes" in die Unie aan te wys:—

Te Kaapstad en Durban: Die Hoofbeampte van die Marine-opnemingskantoor.

Te Port Elizabeth en Oos-Londen: Die Koopvaardymeester.

Te Mosselbaai, Port Nolloth, Luderitz en Walvisbaai: Die Ontvanger van Doeane.

No. 1127 (Union).] [26 July 1957.

MARINE SECTION.

The following draft regulations proposed to be made under the provisions of paragraph (xxxix) of sub-section (1) of section *three hundred and fifty-six* read with section *one hundred and sixty* of the Merchant Shipping Act, 1951 (Act No. 57 of 1951), are hereby published for general information. Any person who wishes to make any comments or suggestions may submit them to the Commissioner of Customs and Excise, Marine Section, P.O. Box 376, Pretoria, on or before the 30th September, 1957.

These regulations prescribe the bedding, towels, mess utensils and other articles for personal use, which are to be supplied to seamen and apprentice-officers on a South African ship.

CONTENTS.

1. Title of these Regulations.
2. Interpretation.
3. Ships to Which these Regulations Apply.
4. What to be Supplied and by Whom.
5. Exceptions.
6. Condition of Articles Supplied.
7. Inspections.
8. Replacement and Return of Articles.
9. Disputes and Complaints.

TITLE OF THESE REGULATIONS.

1. These regulations are called the bedding, towels, mess utensils and other articles for personal use regulations.

INTERPRETATION.

2. Any reference in these regulations to phrases or words which occur in the Merchant Shipping Act, 1951, shall, unless the context indicates otherwise, be construed as having the meaning assigned to them in that Act.

[NOTE.—The following definitions which appear in section *two* of the Act are quoted for information:—

"apprentice-officer" means an indentured apprentice to the sea service;

"Director" means the Director of Merchant Shipping appointed under section *five*;

"master" means, in relation to a ship, any person (other than a pilot) having charge or command of such ship;

"medical practitioner" means—

(*a*) at a place in the Union, a person registered as such under the Medical, Dental and Pharmacy Act, 1928 (Act No. 13 of 1928); or

(*b*) at a place outside the Union, a person who is entitled to practise as such under the law in force in that place;

*"proper officer" means the officer designated by the Minister to be the proper officer at the place and in respect of the matter to which reference is made in the provision of this Act in which the expression occurs; or if no such designation has been made—

(*a*) at a place in the Union, the chief officer of customs; or

(*b*) at a place outside the Union but within a part of the Commonwealth, the person who, in terms of the law in force in that part of the Commonwealth, is entrusted with the function or burdened with the duty to which reference is made in the provision of this Act in which the expression occurs; or if there be no such person, the person indicated in paragraph (*c*) of this definition; or

* It is proposed to seek the Minister's authority to designate the following officers as "proper officers" in the Union:—

At Cape Town and Durban: The Principal Officer of the Marine Survey Office.

At Port Elizabeth and East London: The Shipping Master.

At Mossel Bay, Port Nolloth, Luderitz and Walvis Bay: The Collector of Customs.

(*c*) by 'n plek buite die Statebond in die volgende volgorde:—

(i) 'n konsulêre verteenwoordiger van die Unie; of

(ii) 'n diplomatieke verteenwoordiger van die Unie; of

(iii) 'n konsulêre verteenwoordiger van 'n land (behalwe die Unie) wat lid is van die Statebond; of

(iv) 'n diplomatieke verteenwoordiger van 'n land (behalwe die Unie) wat lid is van die Statebond;

„ seeman ", 'n persoon (behalwe 'n gesagvoerder, loods of leerling-offisier) wat in diens is of in diens geneem is in enige hoedanigheid as lid van 'n skip se bemanning.]

SKEPE WAAROP HIERDIE REGULASIES VAN TOEPASSING IS.

3. Hierdie regulasies is van toepassing op elke Suid-Afrikaanse skip van meer as eenhonderd bruto-registerton.

WAT VERSKAF MOET WORD EN DEUR WIE.

4. (1) Die gesagvoerder van elke skip moet op koste van die eienaar van die skip elke seeman en leerling-offisier aan boord van sy skip voorsien van 'n matras en 'n voldoende hoeveelheid bedlinne, komberse, bedspreie, tafelgereedskap, handdoeke, seep en toiletpapier vir gebruik aan boord van die skip solank die seeman of leerling-offisier diens op die skip doen: Met dien verstande dat—

(*a*) wanneer sodanige artikels voorsien word, die gewoontes en gewone gebruike van blankes en nieblankes in gedagte gehou moet word; en

(*b*) wanneer komberse voorsien word, somer- en wintertoestande in aanmerking geneem moet word.

(2) Die gesagvoerder kan in die ooreenkoms met die bemanning 'n lys byvoeg van dié in paragraaf (1) vermelde artikels wat aan elke seeman en leerling-offisier verskaf word, en as so 'n lys bygevoeg word, moet die vervangwaarde van elke item daarin aangegee word.

UITSONDERINGS.

5. Die verskaffing van die artikels wat in paragraaf (1) van regulasie 4 voorgeskryf word, is nie nodig in die geval van vissersbote, robbevaarders en walvisvaarders met landbasis indien die aard van 'n besondere reis sodanig is dat dergelike artikels nie gedurende daardie reis benodig word nie.

TOESTAND VAN ARTIKELS WAT VERSKAF WORD.

6. (1) Matrasse, bedlinne, komberse, bedspreie en handdoeke moet in 'n skoon toestand verskaf word en moet van goeie gehalte wees.

(2) Koppies, pierings en borde moet van goeie gehalte wees, en messe, vurke en lepels moet van duursame metaal wees. Alle dergelike artikels moet van sodanige materiaal wees dat hulle maklik skoongemaak kan word.

INSPEKSIES.

7. (1) Die gesagvoerder moet minstens een keer elke tien dae 'n inspeksie laat hou van dié in paragraaf (1) van regulasie 4 vermelde artikels vir die doel om vas te stel of hulle skoon en in goeie toestand is. Die uitslag van so 'n inspeksie moet in die amptelike skeepsjoernaal opgeteken word.

(2) 'n Hawegesondheidsbeampte, distriksgeneesheer of ander mediese beampte van die Departement van Gesondheid in die Unie of enige geneesheer buite die Unie, of 'n bevoegde beampte kan dié in paragraaf (1) van regulasie 4 vermelde artikels inspekteer om vas te stel of hulle in 'n skoon en goeie toestand is

VERVANGING EN TERUGGEE VAN ARTIKELS.

8. (1) Indien daar as gevolg van 'n inspeksie wat ooreenkomstig regulasie 7 uitgevoer word, gevind word dat 'n artikel in so 'n mate bederf is dat die vervanging daarvan noodsaaklik is, moet dit deur die gesagvoerder op koste van die eienaar van die skip vervang word indien die verslegting te wyte is aan billike slytasie. As die verslegting te wyte is aan die versuim of nalatigheid van 'n seeman of leerling-offisier, moet die prys wat vir die artikel

(*c*) at a place outside the Commonwealth, in the following order:

(i) a consular representative of the Union; or

(ii) a diplomatic representative of the Union; or

(iii) a consular representative of a country (other than the Union) which is a member of the Commonwealth; or

(iv) a diplomatic representative of a country (other than the Union) which is a member of the Commonwealth;

" seaman " means any person (except a master, pilot or apprentice-officer) employed or engaged in any capacity as a member of the crew of a ship.]

SHIPS TO WHICH THESE REGULATIONS APPLY.

3. These regulations shall apply to every South African ship of more than one hundred gross register tons.

WHAT TO BE SUPPLIED AND BY WHOM.

4. (1) The master of every ship shall at the expense of the owner thereof supply every seaman and apprentice-officer on board his ship with a mattress and sufficient quantities of bed linen, blankets, bedspreads, mess utensils, towels, soap and toilet paper for use on board during service in the ship: Provided that—

(*a*) in supplying such articles, the habits and usual practices of Europeans and non-Europeans shall be borne in mind; and

(*b*) in supplying blankets, consideration shall be had to summer and winter conditions.

(2) The master may insert in the agreement with the crew a list of the articles mentioned in paragraph (1) which are being supplied to each seaman and apprentice-officer, and if such a list is inserted it shall contain the replacement value of each item.

EXCEPTIONS.

5. The supply of all the articles prescribed in paragraph (1) of regulation 4 shall not be necessary in the case of fishing, sealing and shore-based whaling boats, if the nature of a particular voyage is such that all those articles will not be required during that voyage.

CONDITION OF ARTICLES SUPPLIED.

6. (1) Mattresses, bed linen, blankets, bedspreads and towels shall be supplied in clean condition and shall be of good quality.

(2) Cups, saucers and plates shall be of good quality, and knives, forks and spoons shall be of a durable metal. All such articles shall be of such material that they can be easily cleaned.

INSPECTIONS.

7. (1) The master shall at least once in every ten days cause an inspection to be made of the articles mentioned in paragraph (1) of regulation 4 for the purposes of ascertaining whether they are in a clean and good condition. The result of such inspection shall be recorded in the official log-book.

(2) A port health officer, district surgeon or other medical officer of the Department of Health in the Union or any medical practitioner outside the Union, or a proper officer, may inspect the articles mentioned in paragraph (1) of regulation 4 to ascertain whether they are in a clean and good condition.

REPLACEMENT AND RETURN OF ARTICLES.

8. (1) If as a result of an inspection carried out under regulation 7 it is found that any article has deteriorated to such an extent that replacement is necessary, it shall be replaced by the master at the expense of the owner of the ship where such deterioration is due to fair wear and tear. Where the deterioration is due to the fault or neglect of a seaman or apprentice-officer, the price paid for such

betaal is of die vervangwaarde daarvan wat in dié in paragraaf (2) van regulasie 4 vermelde lys opgeteken is deur die seeman of leerling-offisier aan die gesagvoerder terugbetaal word.

(2) Elke artikel wat ooreenkomstig paragraaf (1) van regulasie 4 verskaf word, moet aan die gesagvoerder terugbesorg word op tye wat deur hom gespesifiseer mag word.

(3) As 'n artikel nie ooreenkomstig die bepalings van paragraaf (2) aan die gesagvoerder terugbesorg word nie of as dit nie in goeie toestand aan hom terugbesorg word nie, moet die betrokke seeman of leerling-offisier aan die gesagvoerder die prys wat vir so 'n artikel betaal is of die vervangwaarde daarvan wat in dié in paragraaf (2) van regulasie 4 vermelde lys opgeteken is, terugbetaal: Met dien verstande dat 'n seeman of leerling-offisier nie verantwoordelik gehou moet word indien die artikel nie in goeie toestand terugbesorg word en die verslegting in die toestand van so 'n artikel aan billike slytasie te wyte is nie.

GESKILLE EN KLAGTES.

9. (1) Wanneer 'n geskil tussen die gesagvoerder en 'n seeman of leerling-offisier ontstaan in verband met sake wat deur hierdie regulasies gedek word, moet die saak, indien nodig, aan die bevoegde beampte vir sy beslissing voorgelê word. As die gesagvoerder, seeman of leerling-offisier nie tevrede is met die beslissing van die bevoegde beampte nie, moet die saak verwys word na die Direkteur wie se beslissing finaal is.

(2) Wanneer drie of meer seemanne of leerling-offisiere van mening is dat beddegoed, handdoeke, tafelgereedskap en ander artikels wat vir hul persoonlike gebruik ooreenkomstig hierdie regulasies verskaf word nie van 'n bevredigende gehalte of in 'n goeie toestand is nie, kan hulle 'n klagte daaroor by die bevoegde beampte indien. So 'n klagte wat by die bevoegde beampte ingedien word, word kragtens die bepalings van artikel *eenhonderd twee-en-sestig* van die Wet behandel.

article or the replacement value recorded in the list mentioned in paragraph (2) of regulation 4, shall be refunded to the master by the seaman or apprentice-officer.

(2) Every article supplied in accordance with paragraph (1) of regulation 4 shall be returned to the master at such times as may be specified by him.

(3) If any article is not returned to the master in accordance with the provisions of paragraph (2) or if it is not returned in good condition, the seaman or apprentice-officer concerned shall refund to the master the price which he paid for such article or the replacement value recorded in the list mentioned in paragraph (2) of regulation 4: Provided that a seaman or apprentice-officer shall not be held responsible if an article is not returned in good condition, if the deterioration in the condition of such article is due to fair wear and tear.

DISPUTES AND COMPLAINTS.

9. (1) Whenever any dispute arises between a master and a seaman or apprentice-officer in regard to matters covered by these regulations the matter shall if necessary, be submitted to the proper officer for decision. If the master, seaman or apprentice-officer is not satisfied with the decision of the proper officer, the matter shall be submitted to the Director whose decision shall be final.

(2) Whenever three or more seamen or apprentice-officers consider that bedding, towels, mess utensils and other articles supplied for personal use in terms of these regulations are not of satisfactory standard or of good condition, they may complain thereof to the proper officer. Such complaint made to the proper officer shall be dealt with in accordance with the provisions of section *one hundred and sixty-two* of the Act.

No. 1128 (Unie).] [26 Julie 1957.

MARINE-AFDELING.

Onderstaande ontwerp-regulasies voorgestel om kragtens die bepalings van paragraaf (iii) van subartikel (1) van artikel *driehonderd ses-en-vyftig* van die Handelskeepvaartwet, 1951 (Wet No. 57 van 1951), uitgevaardig te word, word hierby vir algemene inligting gepubliseer. Persone wat kommentaar wil lewer of aanbevelings wil doen, kan hulle aan die Kommissaris van Doeane en Aksyns, Marine-afdeling, Posbus 376, Pretoria, op of voor 30 September 1957 deurstuur.

Regulasies waarby die gelde wat vir die indiensneming en ontslag van seelui betaal moet word, voorgeskryf word.

INHOUD.

1. Opskrif van hierdie regulasies.
2. Woordbetekenis.
3. Wie gelde moet betaal.
4. Betaling van gelde.

Bylae.—Gelde betaalbaar vir die indiensneming en ontslag van seelui.

OPSKRIF VAN HIERDIE REGULASIES.

1. Hierdie regulasies heet die gelderegulasies vir die indiensneming en ontslag van seelui.

WOORDBETEKENIS.

2. Enige verwysing in hierdie regulasies na uitdrukkings of woorde wat in die Handelskeepvaartwet, 1951, voorkom, moet, tensy uit die samehang anders blyk, uitgelê word volgens die betekenis by die Wet daaraan gegee.

No. 1128 (Union).] [26 July 1957.

MARINE SECTION.

The following draft regulations proposed to be made under the provisions of paragraph (iii) of sub-section (1) of section *three hundred and fifty-six* of the Merchant Shiping Act, 1951 (Act No. 57 of 1951), are hereby published for general information. Any person who wishes to make any comments or suggestions may submit them to the Commissioner of Customs and Excise, Marine Section, P.O. Box 376, Pretoria, on or before the 30th September, 1957.

These regulations prescribe the fees to be paid for the engagement and discharge of seamen.

CONTENTS.

1. Title of these Regulations.
2. Interpretation.
3. Who shall Pay Fees.
4. Payment of Fees.

Annexure.—Fees for the Engagement and Discharge of Seamen.

TITLE OF THESE REGULATIONS.

1. These regulations are called the fees regulations for the engagement and discharge of seamen.

INTERPRETATION.

2. Any reference in these regulations to phrases or words which occur in the Merchant Shipping Act, 1951, unless the context indicates otherwise, shall be construed as having the meaning assigned to them in that Act.

[LET WEL.—Onderstaande woordbepaling wat in artikel *twee* van die Wet verskyn word vir algemene inligting aangehaal:—

*„ bevoegde beampte" die beampte wat deur die Minister aangewys is as die bevoegde beampte by die plek en ten opsigte van die saak waarna verwys word in die bepaling in hierdie Wet waarin die uitdrukking voorkom; of as geen sodanige aanwysing gemaak is nie—

(*a*) by 'n plek in die Unie, die hoofdoeanebeampte;

(*b*) by 'n plek buite die Unie maar in 'n deel van die Statebond, die persoon aan wie kragtens die wet wat in daardie deel van die Statebond van krag is, die amp toevertrou is of die plig opgelê is waarna verwys word in die bepaling van hierdie Wet waarin die uitdrukking voorkom; of as daar geen sodanige persoon is nie, die persoon wat in paragraaf (*c*) van hierdie omskrywing aangedui word; of

(*c*) by 'n plek buite die Statebond in die volgende volgorde:—

(i) 'n konsulêre verteenwoordiger van die Unie; of

(ii) 'n diplomatieke verteenwoordiger van die Unie; of

(iii) 'n konsulêre verteenwoordiger van 'n land (behalwe die Unie) wat lid is van die Statebond; of

(iv) 'n diplomatieke verteenwoordiger van 'n land (behalwe die Unie) wat lid is van die Statebond.

* Die voorneme bestaan om die Minister se magtiging te verkry om die volgende beamptes as „ bevoegde beamptes" in die Unie aan te wys:—

Te Kaapstad en Durban: Die Hoofbeampte van die Marine-opnemingskantoor.

Te Port Elizabeth en Oos-Londen: Die Koopvaardymeester.

Te Mosselbaai, Port Nolloth, Luderitz en Walvisbaai: Die Ontvanger van Doeane.]

WIE GELDE MOET BETAAL.

3. (1) Wanneer die gesagvoerder van 'n Suid-Afrikaanse skip op vreemde vaart, en die gesagvoerder of eienaar, na gelang van die geval, van 'n Suid-Afrikaanse kusvaarder, vissersboot, robbevaarder of walvisvaarder met landbasis 'n ooreenkoms met die bemanning aangaan of daarna enkele seelui in diens neem, moet hy by die indiensneming van die bemanning of van enkele seelui die toepaslike gelde betaal wat in die Bylae hierby uiteengesit word.

(2) Die gesagvoerder van 'n Suid-Afrikaanse skip op vreemde vaart, en die gesagvoerder of eienaar van 'n Suid-Afrikaanse kusvaarder, vissersboot, robbevaarder of walvisvaarder met landbasis wat 'n ooreenkoms met die bemanning aangegaan het, moet by die ontslag van die bemanning of van enkele seelui die toepaslike gelde betaal wat in die Bylae hierby uiteengesit word.

BETALING VAN GELDE.

4. (1) Gelde vir die indiensneming van en ontslag van 'n bemanning of enkele seelui is betaalbaar ten tye van die indiensneming of ontslag en moet betaal word aan die bevoegde beampte voor wie die indiensneming of ontslag plaasvind.

(2) Wanneer die gelde betaal is, moet die bevoegde beampte aan die betaler daarvan 'n kwitansie uitreik waarin die naam van die gesagvoerder of eienaar wat die gelde betaal het, die naam en amptelike nommer van die skip en sy netto-tonnemaat, die getal van die bemanning of enkele seelui wat in diens geneem of ontslaan is, en die bedrag van die gelde wat betaal is, aangegee word.

(3) Geen gelde is betaalbaar in gevalle waar 'n indiensneming of ontslag andersins as voor 'n bevoegde beampte plaasvind nie.

BYLAE.

GELDE BETAALBAAR VIR DIE INDIENSNEMING OF ONTSLAG VAN SEELUI.

(1) Vir die indiensneming of ontslag van enkele seelui: 1s. 6d. per man.

(2) Vir die indiensneming of ontslag van 'n bemanning—

(*a*) vir elk van die eerste 100 man: 1s. 3d. per man.

(*b*) vir elke man bo 100 tot en met 200: 1s. per man.

(*c*) vir elke man bo 200: 6d. per man.

[NOTE.—The following definition which appears in section *two* of the Act is quoted for information:—

* "proper officer" means the officer designated by the Minister to be the proper officer at the place and in respect of the matter to which reference is made in the provision of this Act in which the expression occurs; or if no such designation has been made—

(*a*) at a place in the Union, the chief officer of customs; or

(*b*) at a place outside the Union but within a part of the Commonwealth, the person who, in terms of the law in force in that part of the Commonwealth, is entrusted with the function or burdened with the duty to which reference is made in the provision of this Act in which the expression occurs; or if there be no such person, the person indicated in paragraph (*c*) of this definition; or

(*c*) at a place outside the Commonwealth, in the following order:—

(i) a consular representative of the Union; or

(ii) a diplomatic representative of the Union; or

(iii) a consular representative of a country (other than the Union) which is a member of the Commonwealth; or

(iv) a diplomatic representative of a country (other than the Union) which is a member of the Commonwealth.

* It is proposed to seek the Minister's authority to designate the following officers as "proper officers" in the Union:—

At Cape Town and Durban: The Principal Officer of the Marine Survey Office.

At Port Elizabeth and East London: The Shipping Master.

At Mossel Bay, Port Nolloth, Luderitz and Walvis Bay: The Collector of Customs.]

WHO SHALL PAY FEES.

3. (1) The master of a South African foreign-going ship, and the master or owner as the case may be of a South African coasting ship, fishing, sealing or shore-based whaling boat, when entering into an agreement with the crew or when subsequently engaging single seamen, shall upon the engagement of the crew or single seamen pay the appropriate fees as set forth in the Annexure hereto.

(2) The master of a South African foreign-going ship, and the master or owner of a South African coasting ship, fishing, sealing or short-based whaling boat who has entered into an agreement with the crew, shall upon the discharge of the crew or of single seamen pay the appropriate fees as set forth in the Annexure hereto.

PAYMENT OF FEES.

4. (1) Fees for the engagement and discharge of crews or single seamen shall be paid at the time of engagement or discharge and shall be paid to the proper officer before whom the engagement or discharge takes place.

(2) When payment has been made, the proper officer shall issue to the payee a receipt containing the name of the master or owner who paid the fees, the name and official number of the ship and its net register tonnage, the number of the crew or single seamen engaged or discharged, and the amount of the fees paid.

(3) No fee shall be paid in cases where engagements or discharges take place otherwise than before a proper officer.

ANNEXURE.

FEES FOR THE ENGAGEMENT AND DISCHARGE OF SEAMEN.

(1) For the engagement or discharge of single seamen: 1s. 6d. per man.

(2) For the engagement or discharge of crews:—

(*a*) For each of the first 100 men: 1s. 3d. per man.

(*b*) For each man above 100 up to and including 200: 1s. per man.

(*c*) For each man above 200: 6d. per man.

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UNIE VAN SUID-AFRIKA
UNION OF SOUTH AFRICA

BUITENGEWONE EXTRAORDINARY

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GOEWERMENTSKENNISGEWINGS.

Onderstaande Goewermentskennisgewings word vir algemene inligting gepubliseer:—

DEPARTEMENT VAN ARBEID.

No. 1131.] [26 Julie 1957.

WET OP NYWERHEIDSVERSOENING, 1956.

PADPASSASIERSVERVOERNYWERHEID, KIMBERLEY.

Ek, PAUL OLIVER SAUER, Waarnemende Minister van Arbeid, verklaar hierby—

(*a*) kragtens paragraaf (*a*) van subartikel (1) van artikel *agt-en-veertig* van die Wet op Nywerheidsversoening, 1956, dat al die bepalings van die Ooreenkoms wat in die Bylae hierby verskyn en op die Padpassasiersvervoernywerheid betrekking het, van die tweede Maandag na die datum van publikasie van hierdie kennisgewing af en vir die tydperk wat een jaar van genoemde tweede Maandag af eindig, bindend is vir die werkgewer en die vakvereniging wat genoemde Ooreenkoms aangegaan het en vir die werknemers wat lede van daardie vereniging is;

(*b*) kragtens paragraaf (*b*) van subartikel (1) van artikel *agt-en-veertig* van genoemde Wet, dat die bepalings in klousules 3 tot en met 6, 7 (*c*) tot en met 13, 15, 16 en 19 van genoemde Ooreenkoms vervat, van die tweede Maandag na die datum van publikasie van hierdie kennisgewing af en vir die tydperk wat een jaar van genoemde tweede Maandag af eindig, bindend is vir alle ander werkgewers en werknemers as dié vermeld in paragraaf (*a*) van hierdie kennisgewing, betrokke by of in diens in genoemde Nywerheid in die munisipale gebied Kimberley; en

(*c*) kragtens paragraaf (*a*) van subartikel (3) van artikel *agt-en-veertig* van genoemde Wet, dat die bepalings in klousules 3 tot en met 6, 7 (*c*) tot en met 13, 15, 16 en 19 van genoemde Ooreenkoms vervat, van die tweede Maandag na die datum van publikasie van hierdie kennisgewing af en vir die tydperk wat een jaar van genoemde tweede Maandag af eindig, in die munisipale gebied Kimberley *mutatis mutandis* bindend is vir alle Naturelle in diens in genoemde Nywerheid by dié werkgewers vir wie enige sodanige bepalings ten opsigte van werknemers bindend is en op daardie werkgewers ten opsigte van Naturelle in hul diens.

P. O. SAUER,
Waarnemende Minister van Arbeid.

GOVERNMENT NOTICES.

The following Government Notices are published for general information:—

DEPARTMENT OF LABOUR.

No. 1131.] [26 July 1957.

INDUSTRIAL CONCILIATION ACT, 1956.

ROAD PASSENGER TRANSPORT INDUSTRY, KIMBERLEY.

I, PAUL OLIVER SAUER, Acting Minister of Labour, do hereby—

(*a*) in terms of paragraph (*a*) of sub-section (1) of section *forty-eight* of the Industrial Conciliation Act, 1956, declare that all the provisions of the Agreement which appears in the Schedule hereto and which relates to the Road Passenger Transport Industry, shall be binding from the second Monday after the date of publication of this notice and for the period ending one year from the second Monday, upon the employer who and the trade union which entered into the said Agreement and upon the employees who are members of that trade union;

(*b*) in terms of paragraph (*b*) of sub-section (1) of section *forty-eight* of the said Act, declare that the provisions contained in clauses 3 to 6 (inclusive), 7 (*c*) to 13 (inclusive), 15, 16 and 19 of the said Agreement shall be binding from the second Monday after the date of publication of this notice and for the period ending one year from the said second Monday, upon all employers and employees other than those referred to in paragraph (*a*) of this notice, engaged or employed in the said Industry in the Municipal Area of Kimberley; and

(*c*) in terms of paragraph (*a*) of sub-section (3) of section *forty-eight* of the said Act, declare that in the Municipal Area of Kimberley and from the second Monday after the date of publication of this notice and for the period ending one year from the said second Monday, the provisions contained in clauses 3 to 6 (inclusive), 7 (*c*) to 13 (inclusive), 15, 16 and 19 of the said Agreement shall *mutatis mutandis* be binding upon all Natives employed in the said Industry by the employers upon whom any of the said provisions are binding in respect of employees, and upon those employers in respect of Natives in their employ.

P. O. SAUER,
Acting Minister of Labour.

BYLAE.

NYWERHEIDSRAAD VIR DIE PADPASSASIERSVERVOER-NYWERHEID, KIMBERLEY.

OOREENKOMS

ingevolge die Wet op Nywerheidsversoening, 1956, gesluit en aangegaan tussen die

Kimberley Bus Services (Pty.), Ltd.

(hieronder die „werkgewer" genoem), aan die een kant, en die

Kimberley Transport Workers' Union

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

wat die partye is by die Nywerheidsraad vir die Padpassasiersvervoernywerheid, Kimberley.

1. Bestek van toepassing van Ooreenkoms.

Die bepalings van hierdie Ooreenkoms moet in die munisipale gebied Kimberley nagekom word deur die werkgewer asook lede van die vakvereniging wat by die Padpassasiersvervoernywerheid in die munisipale gebied Kimberley in diens is en vir wie lone in hierdie Ooreenkoms voorgeskryf word.

2. Geldigheidsduur van Ooreenkoms.

Hierdie Ooreenkoms tree in werking op 'n datum wat die Minister van Arbeid kragtens subartikel (1) van artikel *agt-en-veertig* van die Wet vasstel en bly vir 'n tydperk van een jaar van krag of vir sodanige tydperk as wat hy kan bepaal.

3. Woordomskrywings.

Enige uitdrukkings wat in hierdie Ooreenkoms gebesig en in die Wet omskryf word, het dieselfde betekenis as in daardie Wet; enige verwysing na die Wet omvat 'n wysiging van sodanige Wet, en tensy die teenoorgestelde bedoeling blyk, omvat woorde wat die manlike geslag aandui ook vrouens; voorts, tensy dit strydig met die samehang is, beteken—

„Wet", die Wet op Nywerheidsversoening, 1956.

„kondukteur", 'n persoon wat aan die werkgewer verantwoordelik is vir die invordering van passasiersgelde, veiligheid van passasiers en die stiptheid van 'n passasiersvoertuig wat in diens is;

„Raad", die Nywerheidsraad vir die Padpassasiersvervoernywerheid, Kimberley, wat kragtens artikel *negentien* van die Wet geregistreer is;

„klerklike werknemer", 'n werknemer wat uitsluitlik of hoofsaaklik skryfwerk en/of tikwerk, snelskrif en/of ander klerklike werk verrig en omvat 'n kassier en boekhouer;

„klerklike werknemer, gekwalifiseer," 'n klerklike werknemer met minstens drie jaar ondervinding;

„klerklike werknemer, ongekwalifiseer," 'n klerklike werknemer met minder as drie jaar ondervinding;

„dag", as dit in verband met 'n drywer of kondukteur gebesig word, die tydperk van 24 uur tussen 4 vm. op een dag en 4 vm. op die volgende dag, uitgesonderd in die geval van diensroosters wat op spesiale busse betrekking het, in welke geval die dag uitdruklik in sulke roosters omskryf moet word;

„drywer", enige persoon verantwoordelik teenoor die werkgewer vir die dryf van passasiersvoertuie wat in diens is;

„drywer-kondukteur", 'n drywer wat tydelik in die tweeledige hoedanigheid van drywer en kondukteur, soos uiteengesit in hierdie Ooreenkoms, in diens is;

„diensrooster", 'n rooster wat in besonderhede die roetes en tye aangee wat deur drywers en kondukteurs om die beurt oor 'n tydperk van een of meer weke gewerk moet word;

„inspekteur", 'n beampte wat deur die werkgewer aangestel is om toesig te hou oor die diens van die busse en die werk van die drywers en kondukteurs;

„arbeider", 'n werknemer wat hoofsaaklik of uitsluitlik een of meer van die volgende werksaamhede verrig:—

(*a*) Petrol ingooi, oliebakke leegtap en/of volmaak, batterye uithaal, volmaak en/of weer insit, motorvoertuie was en/of poleer en/of skoonmaak, onderdele van motorvoertuie skoonmaak, lug inpomp, wiele omruil, wiele, motorkappe, bandoortreksels of ander hindernisse vir afwerking afhaal en weer aansit, wiele of vellings, buite- en/of binnebande vir die heelmaak van lekke of vir skilderwerk afhaal en weer aansit, binnebande heelmaak, werk van 'n vulkaniseerder se arbeider, verrig, binne- en/of buitebande aan vellings of wiele aansit en/of omruil en help met sloping van voertuie vir herstelwerk of vir rommel, onder toesig;

(*b*) persele, voertuie, diere, gerei, masjinerie, werktuie gereedskap of ander artikels skoonmaak, voertuie laai en aflaai, goedere dra, verskuif, opstapel en uitpak, pakkette en pakkies sorteer, bottels of ander houers volmaak, deure en vensters oopmaak en toemaak, kiste, bale of ander pakkette oopmaak en toemaak, vuurmaak of vure aan die brand hou, afval of as verwyder, briewe, boodskappe of goedere te voet of met 'n fiets, driewieler of handvoertuig aflewer of vervoer, dierevoertuie of handvoertuie dryf of daarmee help, tee of dergelike dranke maak;

SCHEDULE.

INDUSTRIAL COUNCIL FOR THE ROAD PASSENGER TRANSPORT INDUSTRY, KIMBERLEY.

AGREEMENT

in accordance with the provisions of the Industrial Conciliation Act, 1956, made and entered into by and between the

Kimberley Bus Services (Pty.), Ltd.

(hereinafter referred to as "the employer"), of the one part and the

Kimberley Transport Workers' Union

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

being the parties to the Industrial Council for the Road Passenger Transport Industry, Kimberley.

1. Scope of Application of Agreement.

The terms of this Agreement shall be observed by the employer and members of the trade union engaged in the Road Passenger Transport Industry in the Municipal Area of Kimberley, and for whom wages are prescribed in this Agreement.

2. Period of Operation of Agreement.

This Agreement shall come into operation on a date to be fixed by the Minister of Labour in terms of sub-section (1) of section *forty-eight* of the Act, and shall continue in force for a period of one year or such period as may be determined by him.

3. Definitions.

Any terms used in this Agreement which are defined in the Act shall have the same meanings as in that Act, any reference to the Act shall include an amendment of such Act, and unless the contrary intention appears, words importing the masculine gender shall include females, further, unless inconsistent with the context—

"Act" means the Industrial Conciliation Act, 1956.

"conductor" means any person responsible to the employer for the collection of fares, safety of passengers and proper, timely running of passenger vehicles in service;

"Council" means the Industrial Council for the Road Passengers Transport Industry, Kimberley, registered in terms of section *nineteen* of the Act;

"clerical employee" means an employee who wholly or mainly performs writing and/or typing, shorthand and/or any other form of clerical work, and includes a cashier and bookkeeper;

"clerical employee, qualified," means a clerical employee who has had not less than three years' experience;

"clerical employee, unqualified," means a clerical employee who has less than three years' experience;

"day" means, when used in connection with the working time of a driver or conductor, the period of 24 hours between 4 a.m. on any one day and 4 a.m. on the next succeeding day, except in the case of duty schedules relating to special buses, when the day shall be specially defined in such schedules;

"driver" means any person responsible to the employer for the driving of passenger vehicles in service;

"driver/conductor" means a driver who is temporarily employed in the dual capacity of a driver and conductor as specified in this Agreement;

"duty schedule" means a shedule detailing the routes upon which, and the time during which, drivers and conductors shall work in rotation over a period covering one or more weeks;

"inspector" means an official appointed by the employer to supervise the operation of the buses and the work of the drivers and conductors;

"labourers" means an employee who wholly, mainly or exclusively performs any one or more of the following operations or duties:—

(*a*) Petrol filling, draining oil sumps and/or oil filling, removing, filling and/or replacing batteries, washing and/or polishing and/or cleaning of motor vehicles, cleaning parts of motor vehicles, pumping of air, changing wheels, removing and replacing wheels, bonnets, tyre covers or otherwise any obstruction necessary for finishing operations, removing wheels or rims, tyres and/or tubes for the repair of punctures or painting and replacing them, repairs tubes, performs the work of a vulcanizer's labourer, fitting and/or changing tyres and/or tubes on rims or wheels and assisting in stripping vehicles for repair or scrap, under supervision;

(*b*) cleaning premises, vehicles, animals, utensils, machinery, implements, tools or other articles, loading and unloading vehicles, carrying, moving, stacking and unpacking goods, sorting packages and parcels, filling bottles or other containers, opening or closing doors and windows, opening or closing boxes, bales or other packages, making or maintaining fires or removing refuse or ashes, delivering or conveying letters or messages or goods, on foot or by means of a bicycle, tricycle, or hand-propelled vehicle, driving and assisting with animal-drawn and hand-propelled vehicles, making tea or similar beverages;

(*c*) yster slaan en saag met 'n ystersaag nadat dit deur 'n vakman of vakleerling afgemerk is, gate in yster boor, uitgesonderd in presisiewerk, skroefdraad aan boute sny of yster vyl, plaatyster op aanwysing van 'n vakman of vakleerling met die hand rof saag en deurslaan, hout vir masjinis vashou en dra, klapperhaar en perdehaar uitpluis, werk vir metaalplaatwerker vashou, soldeersel en ou verf van herstelde dele afvyl, skuurpapierbewerking, vulling, grondverf en stopverf afvryf, maskeer, skoonmaak, meng en poleer, ruwe verfstowwe met 'n kwas aan binnekant en onderkant van voertuigbakke verf, asse, remtrommels en onderstelle met 'n kwas verf, waterdigtingverf of seildoek met 'n kwas rof aansmeer;

„ lokasiedrywer, drywer-kondukteur of kondukteur," 'n drywer, drywer-kondukteur of kondukteur, wat by wyse van proef of andersins, werk uitsluitlik in verband met lokasiedienste verrig;

„ nagvoorman ", 'n werknemer wat toesig moet hou oor arbeiders wat snags op diens is, klein herstelwerkies moet uitvoer en geleentheidsbusse gedurende die nag of in 'n noodgeval moet dryf;

„ loonweek ", 'n herhalende weeklikse tydperk van sewe dae wat op Sondae eindig in die geval van drywers, kondukteurs, drywer-kondukteurs en arbeiders, en op Dinsdae ten opsigte van die orige personeel wat weekliks besoldig word, aan wie die werkgewer weeklone betaal;

„ leerlingkondukteur of drywer ", 'n werknemer wat tydelik vir 'n proeftyd van hoogstens drie maande in diens geneem word om die werk van 'n kondukteur of drywer te doen;

„ padpassasiersvervoernywerheid " of „ nywerheid ", die onderneming waarin die werkgewer en die werknemers geassosieer is om enige persoon of persone vir wins oor 'n openbare pad te vervoer deur middel van 'n voertuig (uitgesonderd 'n voertuig onder die beheer van die Administrasie van die Suid-Afrikaanse Spoorweë en Hawens, of 'n munisipaliteit) wat ontwerp is vir ander aandrywing as deur menslike of dierlike krag en wat meer as agt persone, met inbegrip van die drywer van die voertuig, kan vervoer, en omvat persone wat dié voertuig onderhou, skoonmaak, vernuwe, herstel, verander of vervaardig, as dié werk deur die werkgewer onderneem word;

„ diens ", die totale tydperk van ononderbroke diens van 'n werknemer by dieselfde werkgewer in die nywerheid voor of na die datum waarop hierdie Ooreenkoms in werking tree;

„ loodswerker ", omvat enige werknemer, uitgesonderd 'n inspekteur, drywer, afsender, kondukteur of klerklike of administratiewe werknemer;

„ wag ", 'n werknemer wat hoofsaaklik in diens is vir die bewaking van die werkgewer se persele en/of beskerming van die motorvoertuie wat die werkgewer se eiendom is;

„ werktyd ", met betrekking tot dryf of kondukteurswerk, die tydperk iedere dag van die tyd af waarop van die werknemer vereis word, of wat hy volgens die rooster verplig is, om op die bus te klim tot die tyd wat hy dit verlaat, of enige tyd wat hy verplig is om vir diens beskikbaar te wees, plus 'n bykomende tydperk van twee uur per week of 20 minute per dag as tydtoelating om sy uitrusting te kry, die busse te inspekteer, hulle na die vertrekpunt te ry, inbetaling, ens.;

„ werktyd ", met betrekking tot 'n loodswerker, al die tyd wat die werkgewer van die werknemer vereis om vir diens beskikbaar te wees;

„ loon ", 'n werknemer se besoldiging met inbegrip van lewenskostetoelae soos gekonsolideer, maar uitgesonderd enige bykomende lewenskostetoelae, oortyd en spesiale toelaes, hetsy bereken op die uur-, dag- of weekskaal.

4. Lone en besoldiging.

(1) Die minimum loon wat aan ondergenoemde klasse werknemers betaal moet word, is soos volg:—

	Basiese Weekloon.	*Gekonsolideerde 40 persent van lewenskostetoelae.*	*Totaal.*
	£ s. d.	£ s. d.	£ s. d.
(*a*) Inspekteurs.....	6 0 0	1 2 6	7 2 6
(*b*) Klerklike werknemer—			
Gekwalifiseer.....	3 10 0	0 13 4	4 3 4
Ongekwalifiseer.....	2 0 0	0 7 4	2 7 4

(*c*) striking and cutting iron with hacksaw after iron has been marked out by journeyman or apprentice, drilling holes in iron other than precision work, threading of bolts or filing of iron, rough cutting and punching of sheet iron by hand under the direction of a journeyman or apprentice holding up and carrying wood for machinist, teasing, coir and horsehair, holding up work for sheet metal worker, filing of solder and old paint off repaired parts, sandpapering, rubbing down of filing, primer and putty, masking, cleaning, compounding and polishing, painting on rough stuff by brush to inside and underside of motor vehicle bodies, painting by brush or axles, brake drums and chassis, painting by brush rough waterproofing paint on canvas;

" location driver, driver/conductor or conductor," means a driver, driver/conductor or conductor, probationary or otherwise, who is engage solely on work in connection with the location services;

" night foreman " means an employee who is required to supervise labourers on duty at night, carry out minor repairs and drive occasional buses during the night or in emergency;

" pay week " means the weekly recurring period of seven days terminating on Sundays in respect of drivers, conductors, driver/conductors and labourers and on Tuesdays in respect of the rest of the weekly paid staff in respect of which wages are paid each week by the employer;

" probationary conductor or driver " means a person temporarily engaged to carry out the duties of a conductor or driver on probation for a period not exceeding three months;

" Road Passenger Transport Industry " or " Industry " means the undertaking in which the employer and employee are associated for the purpose of transporting for reward over any public road any person or persons by means of any vehicle (other than a vehicle controlled by the South African Railways and Harbours Administration or a municipality) designed for propulsion otherwise than by human or animal power and designated to carry more than eight persons including the driver of such vehicle and shall include persons engaged in the maintenance, cleaning, renovation, repair, alteration or construction of such vehicles, when such work is undertaken by the employer;

" service " means the total period of the continuous employment of an employee with the same employer in the industry prior or subsequent to the date on which this Agreement comes into operation;

" shed employee " includes any employee, other than an inspector, dispatcher, driver, conductor or clerical or administrative employees;

" watchman " means an employee primarily occupied on guarding the premises of the employer and/or protecting the motor vehicles of which the employer is the owner;

" working time " in relation to driving or conducting shall mean the period reckoned each day from the time such employee is required or scheduled to board the omnibus to the time when he leaves it or any time during which he is required to be available for duty, plus an additional period of two hours per week or 20 minutes per day as time allowance for drawing equipment checking up the buses, driving them to the starting point, paying in, etc.;

" working time " in relation to a shed employee shall mean all time during which the employee is required by the employer to be available for duty;

" wage " means the remuneration of an employee inclusive of cost of living allowances as consolidated, but exclusive of any additional cost of living allowance, overtime and special allowances, whether calculated on the hourly, daily or weekly rate.

4. Wages and Remuneration.

(1) The minimum wage that shall be paid to the undermentioned classes of employees shall be as follows:—

	Basic Weekly Wage.	*Consolidated 40 per cent of Cost of Living Allowance.*	*Total.*
	£ s. d.	£ s. d.	£ s. d.
(*a*) Inspectors.....	6 0 0	1 2 6	7 2 6
(*b*) Clerical Employee—			
Qualified.....	3 10 0	0 13 4	4 3 4
Unqualified.....	2 0 0	0 7 4	2 7 4

	Basiese uurloon.	*Gekonsolideerde 40 persent van lewenskostetoelae.*	*Totaal.*
(*c*) Drywers (uitgesonderd dié op lokasiedienste)—	£ s. d.	£ s. d.	£ s. d.
Vir die eerste jaar diens	0 2 5	0 0 5¾	0 2 10¾
Vir die tweede jaar diens	0 2 6	0 0 5¾	0 2 11¾
Vir die derde jaar diens	0 2 7	0 0 6¼	0 3 1¼
Vir die vierde jaar diens	0 2 9	0 0 6¾	0 3 3¾
Vir die vyfde jaar diens	0 2 10	0 0 6¾	0 3 4¾
Vir die sesde jaar diens	0 3 0	0 0 6¾	0 3 6¾
Vir die sewende jaar diens	0 3 1	0 0 6¾	0 3 7¾
Vir die agtste jaar diens	0 3 2	0 0 6¾	0 3 8¾
Vir die negende jaar diens	0 3 3	0 0 6¾	0 3 9¾
Daarna	0 3 4	0 0 6¾	0 3 10¾
(*d*) Kondukteurs (uitgesonderd dié op lokasiedienste)—			
Vir die eerste jaar diens	0 2 4	0 0 5¾	0 2 9¾
Vir die tweede jaar diens	0 2 5	0 0 5¾	0 2 10¾
Vir die derde jaar diens	0 2 6	0 0 5¾	0 2 11¾
Vir die vierde jaar diens	0 2 8	0 0 6	0 3 2
Vir die vyfde jaar diens	0 2 9	0 0 6¾	0 3 3¾
Vir die sesde jaar diens	0 2 10	0 0 6¾	0 3 4¾
Vir die sewende jaar diens	0 2 11	0 0 6¾	0 3 5¾
Vir die agtste jaar diens	0 3 0	0 0 6¾	0 3 6¾
Vir die negende jaar diens	0 3 1	0 0 6¾	0 3 7¾
Daarna	0 3 2	0 0 6¾	0 3 8¾
(*e*) Leerlingdrywers (uitgesonderd dié op lokasiedienste)	0 1 10	0 0 4½	0 2 2½
(*f*) Leerlingkondukteurs (uitgesonderd dié op lokasiedienste)	0 1 5	0 0 3½	0 1 8½
(*g*) Drywers op lokasiedienste—			
Vir die eerste jaar diens	0 1 6¾	0 0 3¾	0 1 10½
Vir die tweede jaar diens	0 1 7½	0 0 4	0 1 11½
Daarna	0 1 9	0 0 4½	0 2 1½
(*h*) Kondukteurs op lokasiedienste—			
Vir die eerste jaar diens	0 1 4	0 0 3	0 1 7
Vir die tweede jaar diens	0 1 4⅝	0 0 3⅛	0 1 8
Daarna	0 1 5½	0 0 3½	0 1 9
(*i*) Leerlingdrywers op lokasiedienste	0 1 3¾	0 0 3	0 1 6¾
(*j*) Leerlingkondukteurs op lokasiedienste	0 0 10⅜	0 0 2 1/16	0 1 0¾

(*k*) Drywer/kondukteur:—

Aan 'n drywer, uitgesonderd 'n drywer wat werk verrig wat ingevolge 'n kontrak met die Suid-Afrikaanse Spoorweë deur die werkgewer uitgevoer word, moet benewens sy gewone loonskaal 'n bedrag betaal word gelyk aan 15 persent van die loon wat kragtens hierdie klousule op hom van toepassing is, wanneer hy as 'n drywerkondukteur werk.

(*l*) Loodswerkers—

	Basiese Weekloon.	*Gekonsolideerde 40 persent van lewenskostetoelae.*	*Totaal.*
	£ s. d.	£ s. d.	£ s. d.
Nagvoorman	6 0 0	1 2 7	7 2 7
Arbeider	1 7 6	0 5 6	1 13 0
Wag	1 10 0	0 5 6	1 15 6

	Basic Hourly Wage.	*Consolidated 40 per cent of Cost of Living Allowance.*	*Total.*
(*c*) Drivers (other than those on location services)—	£ s. d.	£ s. d.	£ s. d.
For the first year of service	0 2 5	0 0 5¾	0 2 10¾
For the second year of service	0 2 6	0 0 5¾	0 2 11¾
For the third year of service	0 2 7	0 0 6¼	0 3 1¼
For the fourth year of service	0 2 9	0 0 6¾	0 3 3¾
For the fifth year of service	0 2 10	0 0 6¾	0 3 4¾
For the sixth year of service	0 3 0	0 0 6¾	0 3 6¾
For the seventh year of service	0 3 1	0 0 6¾	0 3 7¾
For the eighth year of service	0 3 2	0 0 6¾	0 3 8¾
For the ninth year of service	0 3 3	0 0 6¾	0 3 9¾
Thereafter	0 3 4	0 0 6¾	0 3 10¾
(*d*) Conductors (other than those on location services)—			
For the first year of service	0 2 4	0 0 5¾	0 2 9¾
For the second year of service	0 2 5	0 0 5¾	0 2 10¾
For the third year of service	0 2 6	0 0 5¾	0 2 11¾
For the fourth year of service	0 2 8	0 0 6	0 3 2
For the fifth year of service	0 2 9	0 0 6¾	0 3 3¾
For the sixth year of service	0 2 10	0 0 6¾	0 3 4¾
For the seventh year of service	0 2 11	0 0 6¾	0 3 5¾
For the eighth year of service	0 3 0	0 0 6¾	0 3 6¾
For the ninth year of service	0 3 1	0 0 6¾	0 3 7¾
Thereafter	0 3 2	0 0 6¾	0 3 8¾
(*e*) Probationary Drivers (other than those on location services)	0 1 10	0 0 4½	0 2 2½
(*f*) Probationary Conductors (other than those on location services)	0 1 5	0 0 3½	0 1 8½
(*g*) Drivers on location services—			
For the first year of service	0 1 6¾	0 0 3¾	0 1 10½
For the second year of service	0 1 7½	0 0 4	0 1 11½
Thereafter	0 1 9	0 0 4½	0 2 1½
(*h*) Conductors on location services—			
For the first year of service	0 1 4	0 0 3	0 1 7
For the second year of service	0 1 4⅝	0 0 3⅛	0 1 8
Thereafter	0 1 5½	0 0 3½	0 1 9
(*i*) Probationary Drivers on location services	0 1 3¾	0 0 3	0 1 6¾
(*j*) Probationary Conductors on location services	0 0 10⅜	0 0 2 1/16	0 1 0¾

(*k*) Driver/conductor:—

A driver other than a driver engaged on work carried out by the employer in terms of a contract with the South African Railways, when working as a driver/conductor, shall in addition to his ordinary rate of pay be paid an amount equal to 15 per cent of the wage applicable to him in terms of this clause.

(*l*) Shed employees—

	Basic Weekly Wage.	*Consolidated 40 per cent of Cost of Living Allowance.*	*Total.*
	£ s. d.	£ s. d.	£ s. d.
Night foreman	6 0 0	1 2 7	7 2 7
Labourer	1 7 6	0 5 6	1 13 0
Watchman	1 10 0	0 5 6	1 15 6

(2) (*a*) Elke loodswerker wat verplig of toegelaat word om tydelik as drywer of kondukteur te werk, of om twee of meer klasse werk te verrig waarvoor verskillende loonskale voorgeskryf word, moet vir die tyd wat in elke klas gewerk word, minstens die tydloon betaal word wat op die klas werk wat verrig word, van toepassing is; met dien verstande dat aan so 'n werknemer in geen geval 'n laer loon betaal moet word as die loon wat vir die werk waarvoor hy in diens geneem is, voorgeskryf word nie.

(*b*) Van 'n bestuurder kan, na goeddunke van die werkgewer, vereis word om ook die werk van 'n kondukteur te doen.

(3) Behoudens enige aftrekking wat ingevolge klousule 5 van hierdie Ooreenkoms gemagtig word, moet die minimum weekloon van 'n drywer of 'n kondukteur of 'n drywer-kondukteur minstens 48 maal dié van sy uurloon wees, selfs wanneer die werktyd van sodanige werknemer in daardie week minder as 48 uur is.

(4) *Lewenskostetoelae.*—Bo en behalwe die loon voorgeskryf in subartikel (1) van hierdie artikel moet 'n werknemer 'n lewenskostetoelae ontvang wat gelyk is aan 60 persent van die toelae betaalbaar op sy basiese loon ingevolge Oorlogsmaatreël No. 43 van 1942 op die datum van hierdie Ooreenkoms, of van sodanige kleiner toelae as wat van tyd tot tyd voorgeskryf kan word. Ingeval die toelae betaalbaar ingevolge Oorlogsmaatreël No. 43 van 1942 vermeerder word nadat hierdie Ooreenkoms in werking getree het, is die volle bedrag wat sodanige toelae meer is as die toelae betaalbaar aan die werknemer, soos genoem, op die datum van dié Ooreenkoms, ook aan die werknemer betaalbaar.

(5) 'n Werknemer wat op die datum waarop hierdie Ooreenkoms in werking tree, 'n loon ontvang wat hoër is as dié wat in hierdie klousule voorgeskryf word, moet steeds sodanige hoër loon ontvang; met dien verstande dat ingeval 'n kondukteur tot drywer bevorder word, sy aanvangsloon minstens die loon moet wees wat hy as kondukteur ontvang het.

5. Betaling van besoldiging.

(1) Alle lone en toelaes is weekliks in kontant betaalbaar binne drie dae na afloop van die gewone betaalweek, of by diensbeëindiging as dit voor die gewone betaaldag van die werknemer plaasvind.

(2) Geen premie mag vir die opleiding van 'n werknemer geëis of aangeneem word nie.

(3) 'n Werknemer kan geen boetes opgelê en geen aftrekkings van watter aard ook al kan van sy besoldiging gemaak word nie, uitgesonderd die volgende:—

(*a*) Die werkgewer mag van die weekloon van 'n drywer wat, uitgesonderd op las van sy werkgewer, nie op 'n dag die hele werktyd wat aan hom toegewys is, werk nie, een uur se loon vir elke volle uur wat nie gewerk is nie, aftrek; met dien verstande dat die werkgewer van die weekloon van 'n drywer of kondukteur wat, deurdat hy op enige dag te laat op werk gekom het, die skof wat vir daardie dag aan hom toegewys is, mis en wat op so 'n dag 'n kleiner getal ure as die getal ure van die skof werk, die verskil tussen sy loon, teen die voorgeskrewe uurloon, vir die getal ure wat werklik gewerk is en die getal ure van die skof kan aftrek.

(*b*) Met die skriftelike toestemming van die werknemer kan bedrae vir verlof-, siekte-, versekerings-, voorsorgs-, vakvereniging- of pensioenfondse afgetrek word.

(*c*) Die werkgewer kan ten opsigte van die eerste uniform wat hy aan 'n werknemer uitreik, hoogstens die bedrag wat in klousule 10 van hierdie Ooreenkoms uitdruklik genoem word, aftrek.

(*d*) Aftrekkings wat deur 'n werknemer gemagtig word vir skade wat as gevolg van die erkende en bewese nalatigheid van die werknemer aan die werkgewer berokken is.

(*e*) Ander aftrekkings waaroor die vakvereniging, die werknemer en die werkgewer onderling ooreenkom.

(*f*) Aftrekkings kragtens klousule 19.

(*g*) Enige bedrae wat die werkgewer verplig is om kragtens 'n wet, ordonnansie of regsgeding ten behoewe van die werknemer te betaal.

6. Werkure en oortyd.

(1) *Drywers, kondukteurs en drywer-kondukteurs.*—'n Drywer of kondukteur of 'n drywer-kondukteur moet in elke loonweek minstens een dag vryaf, toegestaan word.

(2) As 'n werknemer ooreenkomstig die ure werk wat in 'n diensrooster gespesifiseer is, moet die werkure waarvoor hy elke week betaal moet word, bereken word deur die totale getal ure wat ooreenkomstig die rooster gewerk is, te deel deur die getal weke wat daardeur gedek word; met dien verstande dat die getal ure waarvoor aldus betaal word, in enige week minstens 48 uur moet wees.

(3) (*a*) Behoudens die bepalings van subklousule (*b*) van hierdie klousule, moet drywers, kondukteurs, drywer-kondukteurs, leerlingdrywers of leerlingkondukteurs betaal word teen die skaal van een en 'n half maal huile uurloon ten opsigte van alle werktyd wat 8 uur op enige dag te bowe gaan.

(*b*) Wanneer ook al die tyd wat 'n drywer, kondukteur, drywer-kondukteur, leerlingdrywer of leerlingkondukteur op diens is, of hy op sy gewone skof of oortyd werk, oor 'n tydperk van langer as 12 uur op 'n dag versprei word, is hy geregtig om sy uurloon te verdubbel ten opsigte van die tyd gewerk na 12 uur verstryk het, vir die toepassing hiervan beteken 'n dag die tydperk tussen middernag op een dag en middernag op die daaropvolgende dag.

(2) (*a*) Any shed employee who is required or allowed temporarily to act as driver or conductor or to perform two or more classes of work for which different rates of wages are prescribed shall for the time worked at each such class be paid at not less than the time rate applicable to the class of work performed; provided that in no case shall such employee be paid at a rate lower than that prescribed for the work for which he has been engaged.

(*b*) A driver may be required to perform the duties of a conductor as well as a driver in the discretion of the employer.

(3) Subject to any deduction authorised by clause 5 of this Agreement, the minimum wage per week of a driver or conductor or a driver/conductor shall not be less than 48 times his hourly wage; even though the working time of such employee in such week has been less than 48 hours.

(4) *Cost of Living Allowance.*—In addition to the wage prescribed in sub-section (1) of this section, an employee shall be paid a cost of living allowance equal to 60 per cent of the allowance payable on his basic wage under War Measure No. 43 of 1942 at the date of this Agreement or of such lesser allowance as may be prescribed from time to time. In the event of the War Measure allowance being increased after the coming into operation of this Agreement, the full amount by which such allowance exceeds the allowance payable to the employee, as aforesaid, as at the date of this Agreement, shall also be payable to the employee.

(5) An employee who at the date of coming into operation of this Agreement is in receipt of a wage in excess of that prescribed in this clause shall continue to receive such higher wage; provided that in the event of a conductor being promoted to a driver his commencing wage shall be not less than the wage he received as a conductor.

5. Payment of Wages and Rates.

(1) All wages and rates shall become due and be paid in cash weekly, within three days of the termination of the ordinary pay week, or on termination of service if this takes place before the ordinary pay-day of the employee.

(2) No premium shall be charged or accepted for the training of an employee.

(3) No fines shall be made against an employee and no deductions of any description shall be made from an employee's wages or rates, other than the following:—

(*a*) The employer may deduct, from the weekly wage of a driver or conductor, who, except on the employer's instruction does not work on any day, the whole of the working time assigned to him for that day, one hour's wage for each completed hour of such time not worked; provided that the employer may deduct from the weekly wage of a driver or conductor who, through arriving late for duty on any day, misses his allotted shift for that day and who is employed for a lesser number of hours on such a day than the number of hours of such shift, the difference between his wage at the prescribed hourly wage for the number of hours actually worked and for the number of hours of such shift.

(*b*) With the written consent of the employee deductions may be made for holiday, sick, insurance, provident, trade union or pension funds.

(*c*) The employer may deduct in respect of the first uniform supplied by him to an employee an amount not exceeding the amount specified in clause 10 of this Agreement.

(*d*) Deductions authorised by an employee in respect of damages occasioned to the employer by the admitted and proved negligence of the employee.

(*e*) Any other deduction that may be mutually agreed upon among the union, the employee and the employer.

(*f*) Deductions in terms of clause 19.

(*g*) Any amount paid by the employer compelled by any law, ordinance or legal process to make payment on behalf of an employee.

6. Hours of Work and Overtime.

(1) *Drivers, Conductors and Driver/Conductors.*—A driver or conductor or a driver/conductor shall in each pay-week be allowed not less than one day off duty.

(2) Where an employee works in accordance with the hours detailed in any duty schedule the number of hours of work for which such employee shall be paid each week shall be calculated by dividing the total number of hours worked in accordance with such schedule by the number of weeks covered thereby; provided that the number of hours so paid for in any week shall not be less than 48 hours.

(3) (*a*) Subject to the terms of sub-clause (*b*) of this clause, drivers, conductors, driver/conductors, probationary drivers or probationary conductors shall be paid at the rate of one and one half times their hourly wage in respect of all working time in excess of 8 hours in any one day.

(*b*) Whenever the time that a driver, conductor, driver/conductor, probationary driver or probationary conductor is on duty, whether on his ordinary shift or when working overtime, is spread over a period of more than 12 hours on any one day, he shall be entitled to double his hourly wage in respect of the time worked after 12 hours have expired.

For the purpose thereof a day shall mean the period between midnight on one day and midnight on the next day.

(*c*) Ten einde werktyd te bereken, moet die 20 minute spesiale toelating aan drywers, kondukteurs, leerlingdrywers en leerlingkondukteurs in sodanige werktyd ingesluit word.

(4) Elke werknemer van wie dit deur die werkgewer vereis word om op sy dag vryaf die werkgewer se kantoor te besoek, moet 'n minimum van twee uur oortyd betaal word, tensy die besoek noodsaaklik is as gevolg van 'n fout van die werknemer.

(5) (*a*) 'n Werknemer van wie verwag word om op sy rusdag te werk, moet een en 'n half maal sy uurloon ontvang vir die tyd aldus gewerk.

(*b*) *Loodswerknemers.*—(i) Van 'n loodswerknemer kan vereis word om op enige dag van die week te werk; met dien verstande dat as hy op 'n Sondag moet werk, hy vir 'n minimum van 8 uur teen dubbele loon betaal moet word.

(ii) Die uurloon in hierdie Ooreenkoms vir 'n loodswerker voorgeskryf, is die uurloon vir werktyd van hoogstens 46 uur in 'n week oor 'n week van vyf of ses dae versprei, na gelang van die vereistes van die diens. Wanneer werktyd 46 uur in 'n week oorskry, moet die uurloon vir dié oortyd vir alle loodswerkers, uitgesonderd 'n wag, met 50 persent verhoog word; met dien verstande dat hoogstens 10 uur oortyd in 'n week gewerk mag word.

(*c*) Behoudens die reg van die werkgewer om van 'n loodswerker te vereis om oortyd te werk, soos hierin bepaal, mag van geen loodswerker vereis word om soos volg te werk nie:—

(*a*) Meer as 8 uur en 12 minute van Maandae tot Vrydae en 5 uur op Saterdae as die 46 uur oor 6 dae versprei is; of

(*b*) meer as 9 uur en 12 minute per dag as die 46 uur oor 5 dae versprei is; of om 'n aaneenlopende tydperk van meer as 5 uur sonder 'n ononderbroke pouse van minstens 1 uur te werk; met dien verstande dat vir die toepassing van hierdie paragraaf, tydperke van werk wat deur 'n pouse van minder as 1 uur onderbreek word, as eeneenlopend beskou moet word.

(6) 'n Werkgewer wat uitgeroep word om oortyd te werk, in teenstelling met een wie se skof verleng word, is geregtig op 'n minimum van twee uur se besoldiging teen een-en-'n-halfmaal sy loon; met dien verstande dat indien die werknemer meer as twee uur oortyd werk, hy teen een-en-'n-halfmaal sy loon besoldig moet word ten opsigte van die totale getal ure aldus gewerk.

7. Tug en kwalifikasie.

(*a*) Die vakvereniging onderneem om met die werkgewer saam te werk vir die handhawing van tug onder sy lede wat by die werkgewer in diens is en om traagheid, nalatigheid, ongehoorsaamheid of verontagsaming van die munisipale of die werkgewers se regulasies te vermy.

(*b*) Skendings van die dissipline moet deur die werkgewer afgehandel word, maar indien die vakvereniging dit nodig ag, kan 'n werkwinkelverteenwoordiger aanwesig wees wanneer 'n saak oorweeg word.

(*c*) Van drywers en kondukteurs kan deur die werkgewer van tyd tot tyd vereis word om hom te oortuig dat hulle nog die verpligtings aan hulle aanstellings verbonde, nakom.

8. Openbare vakansiedae en jaarlikse verlof.

(1) (*a*) Alle werknemers, of hulle aangesê word om op Nuwejaarsdag, Goeie Vrydag, Meidag, Geloftedag of Kersdag te werk aldan nie, moet vir elke sodanige dag 'n bedrag van minstens die ekwivalent van die weekloon van dié werknemer ontvang, gedeel deur die getal dae wat hy in daardie week sou gewerk het as daar geen vakansiedag was nie.

(*b*) Elke werknemer van wie dit vereis word om op die dae genoem in klousule (*a*), te werk en wat aldus werk, moet, benewens die besoldiging waarvoor in genoemde klousule voorsiening gemaak word, vir die tyd wat aldus gewerk word, teen die gewone skaal besoldig word.

(2) (*a*) Elke werknemer moet vir elke jaar diens by dieselfde werkgewer 12 opeenvolgende werkdae vakansieverlof met volle besoldiging toegestaan word. Na twee jaar diens by dieselfde werkgewer is 'n werknemer op 18 dae vakansieverlof vir elke jaar geregtig, en na 5 jaar diens by dieselfde werkgewer is drywers, kondukteurs en drywers-kondukteurs op 24 opeenvolgende werkdae vakansieverlof vir elke jaar geregtig.

Die werkgewer moet die tyd vasstel waarop die verlof geneem moet word, maar as hy die verlof nie vroeër toegestaan het nie, moet dit binne drie maande na beëindiging van elke 12 maande diens toegestaan word.

(*b*) 'n Werknemer wat in enige diensjaar meer as twee maar minder as 12 maande in diens was, moet by beëindiging van sy diens vir elke volle maand diens in plaas van verlof minstens sy loon vir 'n werkdag van 8 uur betaal word.

(*c*) Vir verlofdoeleindes moet, na gelang van die geval, die diens van 'n werknemer gereken word van die datum af waarop hy laas op verlof geregtig geword het, of van die datum af waarop sy diens by die werkgewer begin het, of van 'n datum een jaar voordat hierdie Ooreenkoms in werking getree het.

(*d*) Behoudens soos bepaal in paragraaf (*b*) van hierdie subklousule mag geen betaling in plaas van verlof wat ingevolge hierdie klousule aan 'n werknemer verskuldig is, deur 'n werkgewer gedoen of deur 'n werknemer aangeneem word nie.

(*e*) 'n Werkgewer wat ingevolge paragraaf (*a*) van hierdie subklousule op verlof geregtig geword het en wie se diens beëindig word voordat die verlof toegestaan is, moet by diensbeëindiging in plaas van verlof die bedrae betaal word wat in paragrawe (*a*) en (*b*) van hierdie subklousule genoem word.

(*c*) In calculating working time the 20 minutes special allowance to drivers, conductors, probationary drivers and probationary conductors shall be included in such working time.

(4) Any employee who is required by the employer to attend at the office of the employer on his day off duty shall be paid a minimum of two hours at overtime rates, unless such attendance is necessitated by a fault of the employee.

(5) (*a*) An employee who is required to work on his day of rest shall be paid one and one half times his hourly wage for the time so worked.

(*b*) *Shed Employees.*—(i) A shed employee may be required to work on any day of the week; provided that if he is required to work on a Sunday he shall be paid for a minimum of 8 hours at double wage.

(ii) The hourly wage prescribed in this Agreement for a shed employee is the hourly wage for working time not exceeding 46 hours in a week to be spread over a six-day or five-day week as the requirements of the service determine. When the working time exceeds 46 hours in a week the hourly wage for such excess time shall for all shed employees other than a watchman be increased by 50 per cent; provided that not more than 10 hours overtime may be worked in any week.

(*c*) Subject to the right of the employer to require a shed employee to work overtime as herein provided, no shed employee shall be required to work—

(*a*) more than 8 hours and 12 minutes from Mondays to Fridays and 5 hours on Saturdays if the 46 hours are spread over 6 days; or

(*b*) more than 9 hours and 12 minutes per day if the 46 hours are spread over 5 days; or to work for a continuous period of more than 5 hours without an uninterrupted interval of at least one hour; provided that for the purpose of this paragraph periods of work interrupted by an interval of less than one hour shall be deemed to be continuous.

(6) An employee who is called out to perform overtime work, as distinct from one whose shift is extended, shall be entitled to a minimum of two hours' wages at the rate of time and one-half provided that where the employee works overtime in excess of two hours he shall be paid at the rate of time and one half in respect of the total number of hours so worked.

7. Discipline and Qualification.

(*a*) The trade union undertakes to co-operate with the employer in ensuring the maintenance of proper discipline amongst its members who are employed by the employer and to obviate slackness, negligence, disobedience or non-observance of the municipal or employer's regulations.

(*b*) Branches of discipline shall be dealt with by the employer but a shop steward may be present if deemed necessary by the trade union when a case is being considered.

(*c*) Drivers and conductors may be required by the employer from time to time to satisfy the employer that they still comply with the requirements attached to their appointments.

8. Public Holidays and Annual Leave.

(1) (*a*) Every employee, whether called upon or not to work on New Year's Day, Good Friday, May Day, Day of the Covenant or Christmas Day shall be paid for each such day an amount not less than the equivalent of the weekly wage of the employee divided by the number of days he would have worked in that week if there had been no holiday.

(*b*) Any employee who is required to and does work on the days referred to in clause (*a*) shall in addition to the pay provided for in the said clause, be paid for the time so worked at the ordinary rate.

(2) (*a*) Each employee shall be given 12 consecutive working days' leave of absence on full pay in respect of each year of service with the same employer. After two years service with the same employer, an employee shall be entitled to 18 consecutive working days' leave of absence in respect of each year and after 5 years' service with the same employer, drivers, conductors and driver/conductors shall be entitled to 24 consecutive working days' leave of absence in respect of each year.

The employer shall fix the time when such leave shall be taken, but if he shall not have granted to the employee the period of leave at an earlier date such leave shall be granted within three months after the termination of each 12 months' service.

(*b*) An employee who in any year of service is employed for more than two months but less than 12 months shall, on the termination of his service, for each completed month of such service be paid in lieu of such leave not less than his wage for a day of 8 working hours.

(*c*) For the purpose of annual leave the service of an employee shall be calculated from the date he was last entitled to leave or from the date he commenced his employment with the employer or from a date one year prior to the coming into force of this Agreement, whichever is the later.

(*d*) Save as provided in paragraph (*b*) of this sub-clause no employer shall make and no employee shall accept any payment in lieu of leave due or to become due to an employee in terms of this clause.

(*e*) An employee who has become entitled to a period of leave in terms of paragraph (*a*) of this sub-clause, and whose contract of employment terminates before such leave has been granted, shall upon such termination be paid in respect of such leave the amounts referred to in paragraphs (*a*) and (*b*) of this sub-clause.

9. SIEKTEVERLOF.

(1) 'n Werknemer wat reeds minstens 6 maande by die werkgewer in diens is, uitgesonderd 'n arbeider of 'n wag, wat van sy werk afwesig is as gevolg van siekte wat nie deur sy eie nalatigheid of wangedrag veroorsaak is en wat nie deur die Ongevallewet, 1941, gedek word nie, moet minstens 60 persent van die weeklikse besoldiging wat op hom van toepassing is kragtens klousule 4 van hierdie Ooreenkoms, gedeel deur ses vir elke dag afwesigheid van altesame hoogstens 24 werkdae in 'n diensjaar, gereken van die datum af waarop die werknemer by die werkgewer in diens getree het, betaal word.

(2) 'n Arbeider of wag wat minstens ses maande in diens by die werkgewer was en wat langer as twee dae van werk afwesig is deur siekte wat nie die gevolg van sy eie wangedrag was nie, moet minstens die weekloon betaal word wat op hom ingevolge subklousule (1) (*l*) en (4) van klousule 4 van hierdie Ooreenkoms van toepassing is, gedeel deur ses vir elke dag afwesigheid van hoogstens 12 werkdae altesaam in 'n jaar diens, gereken van die datum af waarop die werkgewer tot sy werkgewer se diens toegetree het, met dien verstande dat die werkgewer die voorlegging van 'n sirtifikaat van die werknemer mag vereis wat deur 'n geregistreerde mediese praktisyn geteken is en die aard en duur van die siekte aantoon ten opsigte van elke tydperk van afwesigheid waarvoor besoldiging geëis word.

(3) 'n Werknemer wat nie vir die volle tydperk van 24 dae, soos bepaal in subartikel (1) van hierdie klousule, van sy werk vanweë siekte afwesig was nie, kan enige siekteverlof wat kragtens hierdie Ooreenkoms aan hom verskuldig is, oor 'n maksimum tydperk van drie agtereenvolgende jare laat oploop; met dien verstande dat die totale siekteverlof wat deur enige werknemer geneem word, in enige sodanige tydperk van drie agtereenvolgende jare nie 72 dae mag oorskry nie.

(4) Die werkgewer kan die voorlegging van 'n sertifikaat eis, onderteken deur 'n geregistreerde mediese praktisyn, wat die aard en die duur van die siekte aantoon vir elke afwesigheid waarvoor besoldiging deur enige werknemer geëis word.

10. UNIFORMS.

As die werkgewer van sy werknemer vereis om 'n uniform te dra, moet hy die uniform verskaf. Die werkgewer kan ten opsigte van die eerste uniform wat hy aan sy werknemer verskaf, vir 'n tydperk van hoogstens 12 weke 'n bedrag van 5s. per week van sy loon aftrek. Nadat 'n werknemer van wie se loon die bedrae afgetrek is, ses maande by die werkgewer in diens is, moet die werkgewer die totale bedrag van die bedrae wat aldus afgetrek is, aan hom terugbetaal. Die tweede en volgende uniform wat hy nodig het, moet kosteloos deur die werkgewer verskaf word.

Alle uniforms bly die eiendom van die werkgewer vir ses maande na die datum waarop dit aan die werknemer uitgereik is. Die uniforms wat uitgereik word aan drywers, kondukteurs en drywer-kondukteurs is twee stofjasse, twee hemde en een pet per jaar asook een geskikte werkbroek elke ses maande en een reënjas elke twee jaar; met dien verstande dat die uitreiking van broeke nie op enige drywer, kondukteur en drywer-kondukteur gedurende die eerste ses maande diens van toepassing is nie, en voorts met dien verstande dat die uitreiking van reënjasse nie op sodanige werknemers gedurende die eerste 12 maande diens van toepassing is nie.

11. DIENSBEËINDIGING.

'n Werknemer of werkgewer moet minstens 24 uur opsegging vir beëindiging van die dienskontrak gee en die opsegging gaan in op die gewone betaaldag van die werknemer.

Hierdie artikel maak nie inbreuk op onderstaande nie:—

(*a*) 'n Werkgewer of werknemer se reg om die dienskontrak sonder opsegging te beëindig weens 'n goeie rede wat wetlik as voldoende erken word;

(*b*) 'n ooreenkoms tussen werkgewer en werknemer wat voorsiening maak vir diensopsegging van langer as 24 uur.

'n Werknemer wie se dienstydperk nie meer as twee weke bedra nie, kan sy diens sonder opsegging beëindig, of dit kan sonder opsegging beëindig word.

12. GETALLEVERHOUDING.

Hoogstens een leerlingdrywer, of leerlingkondukteur kan vir elke ervare bestuurder of kondukteur in diens wees en die werkgewer kan nie 'n leerlingdrywer of leerlingkondukteur in diens hê nie tensy hy 'n ervare bestuurder of kondukteur in diens het.

13. VRYSTELLINGS.

(1) Op aansoek van enige persoon wat onder hierdie Ooreenkoms val, kan die Raad vrystelling van enige bepaling daarvan verleen aan—

(*a*) die werkgewer;

(*b*) enige werknemer.

(2) Die Raad het die bevoegdheid om die volgende vas te stel:—

(*a*) Die voorwaardes; en

(*b*) die tydperk;

waarop en waarvoor vrystelling verleen kan word.

(3) 'n Vrystellingsertifikaat, onderteken deur die Sekretaris van die Raad, moet aan so 'n persoon uitgereik en 'n afskrif daarvan aan die Afdelingsinspekteur van die Departement van Arbeid, Kimberley, gestuur word.

(4) Die Raad kan te eniger tyd gedurende die tydperk waarvoor dit uitgereik is, 'n vrystellingsertifikaat wysig of intrek.

9. SICK LEAVE.

(1) An employee who has been in the employ of the employer for not less than 6 months, other than a labourer or watchman, who is absent from work owing to sickness not caused by his own neglect or misconduct and not covered by the Workmen's Compensation Act, 1941, shall be paid not less than 60 per cent of the weekly remuneration applicable to him in terms of section 4 of this Agreement, divided by six for each day of such absence not exceeding 24 working days in the aggregate in any year of employment, calculated from the date on which the employee entered his employer's service.

(2) A labourer or watchman who has been in the employ of the employer for not less than six months and who is absent from work for more than two days through sickness not caused by his own neglect or misconduct, shall be paid not less than the weekly remuneration applicable to him in terms of sub-sections (1) (*l*) and (4) of section 4 of this Agreement, divided by six for each day of such absence not exceeding 12 working days in the aggregate in any year of employment, calculated from the date on which the employee entered the employer's service.

(3) An employee who has not been absent from work due to sickness as provided in sub-section (1) of this clause for the full period of 24 working days may accumulate any sick leave due to him by virtue of this Agreement over a maximum period of three consecutive years; provided that the total sick leave taken by any employee shall not exceed 72 days in any such period of three consecutive years.

(4) The employer may require the production of a certificate signed by a registered medical practitioner showing the nature and duration of the illness in respect of each period of absence for which payment is claimed by any employee.

10. UNIFORMS.

If the employer requires his employee to wear a uniform he shall supply the uniform to him. The employer may in respect of the first uniform supplied to his employee deduct from his wages an amount not exceeding 5s. per week for a period of not exceeding 12 weeks. When the employee from whose wages such deductions have been made has been six months in the service of the employer, the employer shall refund him the total amount of any deductions so made. The second and subsequent uniforms required by him shall be supplied free of charge by the employer.

All uniforms shall remain the property of the employer for six months from the date of issue to the employee.

The uniform issue for drivers, conductors and driver/conductors shall be two dust coats, two shirts and one cap per year and one pair of suitable working trousers each six months and one good quality raincoat every four years; provided that the issue of trousers shall not apply to any driver, conductor and driver/conductor during the first six months of service; and provided further that the issue of raincoats shall not apply to such employees during the first 12 months of service.

11. TERMINATION OF SERVICE.

An employee or the employer shall give not less than 24 hours' notice to terminate the contract of service, such notice to run from the ordinary pay-day of the employee.

This section shall not affect—

(*a*) the right of an employer or employee to terminate the contract of service without notice for any good cause recognised by law as sufficient;

(*b*) any agreement between the employer and an employee which provides for a period of notice longer than 24 hours.

An employee whose period of service has not exceeded two weeks may terminate or have his service terminated without notice.

12. RATIO.

Not more than one probationary driver or conductor shall be employed for each experienced driver or conductor and the employer shall not employ a probationary driver or conductor unless he has in his employ an experienced driver or conductor.

13. EXEMPTIONS.

(1) The Council may on application by any person affected by this Agreement grant exemptions from any of its provisions in respect of—

(*a*) the employer;

(*b*) any employee.

(2) The Council shall have the power to fix—

(*a*) the conditions; and

(*b*) the period;

under and during which such exemptions may be granted.

(3) A licence of exemption over the signature of the Secretary of the Council shall be issued to every such person, and a copy thereof sent to the Divisional Inspector, Department of Labour, Kimberley.

(4) A licence of exemption may be amended or withdrawn at any time by the Council during the period for which it was granted.

14. LIDMAATSKAP VAN VAKVERENIGING.

(*a*) Die werkgewer kan nie vir 'n tydperk van langer as een maand aan 'n persoon wat nie lid van die vakvereniging is, in diens hê nie; met dien verstande dat as lidmaatskap van die vakvereniging na die mening van die Raad sonder goeie en afdoende rede geweier is en die applikant vir lidmaatskap van die vakvereniging die Raad binne 30 dae van die weiering in kennis gestel het, hierdie klousule nie van toepassing is nie.

(*b*) Hierdie artikel is nie op inspekteurs, voormanne, stoormanne, klerklike werknemers, arbeiders, lokasiedrywers, lokasie kondukteurs en lokasiedrywer-kondukteurs of op enige immigrant gedurende die eerste jaar na sy aankoms in die Unie van Suid-Afrika van toepassing nie; met dien verstande dat ingeval 'n immigrant te eniger tyd na die eerste drie maande vanaf die aanvangs van sy diens in die nywerheid 'n uitnodiging van die betrokke Vakvereniging om 'n lid daarvan te word, geweier het, die bepalings van hierdie artikel onmiddellik in werking tree, en die werkgewer van sodanige immigrant moet hom nie vir 'n tydperk van langer as 'n week in diens hou nie, bereken vanaf die datum van sodanige weiering.

15. TOEPASSING VAN DIE OOREENKOMS.

Die Raad is verantwoordelik vir die toepassing van die Ooreenkoms en kan ter voorligting van die werkgewer en werknemers menings uitvaardig wat nie met die bepalings daarvan strydig is nie.

16. PERSONE ONDER DIE OUDERDOM VAN 17 JAAR.

Geen persoon onder die ouderdom van 17 jaar mag in die nywerheid in diens wees nie.

17. VAKVERENIGINGVERTEENWOORDIGERS OP DIE RAAD.

Die werkgewer moet aan enige van sy werknemers wat 'n verteenwoordiger op die Raad is, alle redelike geleentheid verskaf om sy pligte in verband met die Raad se werk te vervul.

18. AGENTE.

Die Raad moet een of meer aangewese persone aanstel om as agente te help by die toepassing van hierdie Ooreenkoms.

'n Agent kan enige inrigting betree en die werkgewer of enige werknemer ondervra en aantekenings van lone wat betaal, tyd wat gewerk en betalings wat vir stukwerk en oortyd gedoen is, inspekteer om vas te stel of hierdie Ooreenkoms nagekom word.

19. FONDSE VAN DIE RAAD.

(1) Ten einde die uitgawes van die Raad te bestry, moet die werkgewer 6d. per week aftrek van die loon van elkeen van sy werknemers wat £5 of meer per week verdien en 3d. per week van die loon van elkeen van sy werknemers wat minder as £5 per week verdien en moet by die totaal wat aldus afgetrek is, 'n gelyke bedrag voeg.

(2) Alle bedrae wat ooreenkomstig die bepalings van subartikel (1) van hierdie klousule ingevorder is, moet, tesame met 'n staat wat die getal werknemers in diens aantoon, asook die klas waarin hulle werksaam is, voor of op die 15de dag van elke maand aan die Sekretaris van die Raad gestuur word.

Namens die partye op hede die 25ste dag van April 1957, in Kimberley onderteken.

D. POTGIETER,
Voorsitter van die Raad.

D. J. PRETORIUS,
Ondervoorsitter van die Raad.

W. S. DICKERSON,
Sekretaris van die Raad.

No. 1132.] [26 Julie 1957.

WET OP FABRIEKE, MASJINERIE EN BOUWERK, 1941.

PADPASSASIERSVERVOERNYWERHEID, KIMBERLEY.

Ek, PAUL OLIVER SAUER, Waarnemende Minister van Arbeid, verklaar hierby, ingevolge subartikel (1) van artikel *twee-en-twintig* van die Wet op Fabrieke, Masjinerie en Bouwerk, 1941, dat die bepalings van die Ooreenkoms en kennisgewing in verband met die Padpassasiersvervoernywerheid, Kimberley, gepubliseer by Goewermentskennisgewing No. 1131 van 26 Julie 1957 vir die persone wie se werkure daarby gereël word nie minder gunstig as die ooreenstemmende bepalings van genoemde Wet is nie.

P. O. SAUER,
Waarnemende Minister van Arbeid.

14. TRADE UNION MEMBERSHIP.

(*a*) The employer shall not employ any person for a period of longer than one month who is not a member of the trade union; provided that this clause shall not apply when in the opinion of the Council, membership of the union has been refused without good and sufficient cause and the applicant for membership to the union has notified the Council within 30 days of such refusal.

(*b*) This section shall not apply in respect of inspectors, foremen, storemen, clerical employees, labourers, location drivers, location conductors and location driver/conductors or in respect of any immigrant during the first year after the date of his entry into the Union of South Africa; provided that if any immigrant has at any time after the first three months of commencement of his employment in the industry refused any invitation from the Trade Union concerned to become a member of it, the provisions of this section shall immediately come into operation and the employer of such immigrant shall not continue to employ him for a period of more than one week reckoned from the date of such refusal.

15. ADMINISTRATION OF THE AGREEMENT.

The Council shall be the body responsible for the administration of the Agreement and may issue expressions of opinion not inconsistent with its provisions for the guidance of the employer and employees.

16. PERSONS UNDER 17 YEARS OF AGE.

No person the age of 17 years shall be employed in the Industry.

17. TRADE UNION REPRESENTATIVES ON THE COUNCIL.

The employer shall give to any of his employees who are representatives on the Council every reasonable facility to attend to their duties in connection with the work of the Council.

18. AGENTS.

The Council shall appoint one or more specified persons as agents to assist in giving effect to the terms of this Agreement.

An agent may enter any establishment and may question the employer or any employee and inspect the record of wages paid, time worked and payments made for piece-work and overtime for the purpose of ascertaining whether the terms of this Agreement are being observed.

19. COUNCIL FUNDS.

(1) For the purpose of meeting the expenses of the Council, the employer shall deduct 6d. per week from the wages of each of his employees earning £5 or more per week and 3d. per week from the wages of each of his employees earning less than £5 per week and to the amount so deducted shall add an equal amount.

(2) All amounts collected in accordance with the provisions of sub-section (1) of this clause shall together with a statement showing the number of employees employed and the class in which they are employed, be forwarded to the Secretary of the Council on or before the 15th day of each month.

Signed at Kimberley on behalf of the parties this 25th day of April, 1957.

D. POTGIETER,
Chairman of the Council.

D. J. PRETORIUS,
Vice-Chairman of the Council.

W. S. DICKERSON,
Secretary of the Council.

No. 1132.] [26 July 1957.

FACTORIES, MACHINERY AND BUILDING WORK ACT, 1941.

ROAD PASSENGER TRANSPORT INDUSTRY, KIMBERLEY.

I, PAUL OLIVER SAUER, Acting Minister of Labour, hereby, in terms of sub-section (1) of section *twenty-two* of the Factories, Machinery and Building Work Act, 1941, declare the provisions of the Agreement and notice relating to the Road Passenger Transport Industry, Kimberley, published under Government Notice No. 1131 of the 26th July, 1957, to be not less favourable to the persons whose hours of work are regulated thereby than the relative provisions of the said Act.

P. O. SAUER,
Acting Minister of Labour.

No. 1133.] [26 Juie 1957.

WET OP OORLOGSMAATREËLS, 1940.

OPSKORTING VAN BETALING VAN LEWENSKOSTETOELAES BETAALBAAR INGEVOLGE OORLOGSMAATREËL No. 43 VAN 1942, SOOS GEWYSIG.

PADPASSASIERSVERVOERNYWERHEID, KIMBERLEY.

Ek, PAUL OLIVER SAUER, Waarnemende Minister van Arbeid, handelende kragtens subregulasie (1) van regulasie 4 van die regulasies gepubliseer by Oorlogsmaatreël No. 43 van 1942, soos gewysig, skort hierby die bepalings van genoemde regulasies op ten opsigte van alle werknemers wat ingevolge klousule 4 van die Ooreenkoms in verband met die Padpassasiersvervoernywerheid, Kimberley, gepubliseer by Goewermentskennisgewing No. 1131 van 26 Julie 1957 op 'n lewenskostetoelae geregtig is.

P. O. SAUER,
Waarnemende Minister van Arbeid.

No. 1133.] [26 July 1957.

WAR MEASURES ACT, 1940.

SUSPENSION OF PAYMENT OF COST OF LIVING ALLOWANCES PAYABLE UNDER WAR MEASURE No. 43 OF 1942, AS AMENDED.

ROAD PASSENGER TRANSPORT INDUSTRY, KIMBERLEY.

I, PAUL OLIVER SAUER, Acting Minister of Labour, acting under sub-regulation (1) of regulation 4 of the regulations published under War Measure No. 43 of 1942, as amended, hereby suspend the operation of the said regulations in respect of all employees who are entitled to a cost of living alllowance in terms of clause 4 of the Agreement relating to the Road Passenger Transport Industry, published under Government Notice No. 1131 of the 26th July, 1957.

P. O. SAUER,
Acting Minister of Labour.

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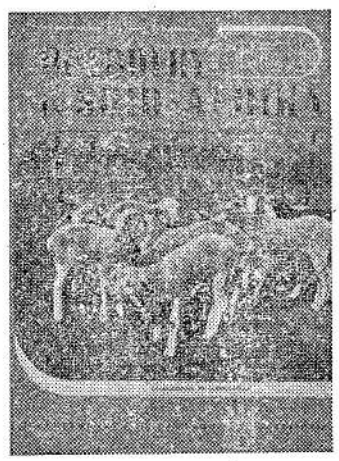

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