

BUITENGEWONE



EXTRAORDINARY

STAATSKOERANT

VAN DIE REPUBLIEK VAN SUID-AFRIKA

REPUBLIC OF SOUTH AFRICA GOVERNMENT GAZETTE

REGULASIEKOERANT No. 898

As 'n Nuisblad by die Poskantoor Geregistreer

PRYS 10c PRICE
OORSEE 15c OVERSEAS
POSTVRY—POST FREE

REGULATION GAZETTE No. 898

Registered at the Post Office as a Newspaper

VOL. 31.]

PRETORIA, 19 JANUARIE 1968.
19 JANUARY

[No. 1953.]

PROKLAMASIE

van die Waarnemende Staatspresident van die
Republiek van Suid-Afrika.

No. R. 6, 1968.]

TOEPASSING VAN ARTIKEL 3 (1) VAN DIE WET
OP FISIESE BEPLANNING EN BENUTTING VAN
HULPBRONNE, 1967 MET BETREKKING TOT DIE
OPRIGTING EN UITBREIDING VAN FABRIEKE.

Kragtens die bevoegdheid my verleen by subartikel (2)
van artikel 3 van die Wet op Fisiese Beplanning en Benut-
ting van Hulpbronne, 1967 (Wet No. 88 van 1967), ver-
klaar ek hierby dat subartikel (1) van genoemde artikel
3 met ingang van die datum van publikasie hiervan van
toepassing is met betrekking tot—

(1) die oprigting en uitbreiding van alle fabriek op
grond buite enige gebied wat kragtens 'n dorpsaanleg-
of dorpsbeplanningskema vir nywerheidsdoeleindes
gesoneer of as 'n nywerheidsdorp geproklameer is;

(2) die oprigting van alle fabriek op grond binne
enige gebied wat kragtens 'n dorpsaanleg- of dorpsbe-
planningskema vir nywerheidsdoeleindes gesoneer of
as 'n nywerheidsdorp geproklameer is binne die land-
drosdistrikte genoem in die Bylae hiervan, behalwe die
volgende soorte fabriek:—

(a) Fabriek ten opsigte waarvan bouplanne vir die
gebouekompleks op die datum van publikasie hiervan
reeds ingevolge die Wet op Fabriek, Masjinerie en
Bouwerk, 1941 (Wet No. 22 van 1941), goedgekeur is;
en

(b) fabriek wat nie Bantowerknemers in diens neem
nie;

(3) die uitbreiding van alle fabriek op grond binne
enige gebied wat kragtens 'n dorpsaanleg of dorpsbe-
planningskema vir nywerheidsdoeleindes gesoneer of
as 'n nywerheidsdorp geproklameer is binne die land-
drosdistrikte genoem in die Bylae hiervan.

Gegee onder my Hand en die Seël van die Republiek
van Suid-Afrika te Pretoria, op hede die Twaalfde dag
van Desember Eenduisend Negehoenderd Sewe-en-sestig.

J. F. NAUDÉ,

Waarnemende Staatspresident.

Op las van die Waarnemende Staatspresident-in-rade.

C. DE WET.

A—23341

PROCLAMATION

by the Acting State President of the
Republic of South Africa.

No. R. 6, 1968.]

APPLICATION OF SECTION 3 (1) OF THE
PHYSICAL PLANNING AND UTILIZATION OF
RESOURCES ACT, 1967, WITH REFERENCE TO
THE ESTABLISHMENT AND EXTENSION OF
FACTORIES.

Under the powers vested in me by subsection (2) of
section 3 of the Physical Planning and Utilization of
Resources Act, 1967 (Act No. 88 of 1967), I hereby
declare that subsection (1) of the said section 3 shall, as
from the date of publication hereof, apply with reference
to—

(1) the establishment and extension of all factories
on land outside any area zoned for industrial purposes
in terms of a town-planning scheme or proclaimed an
industrial township;

(2) the establishment of all factories on land within
any area zoned for industrial purposes in terms of a
town-planning scheme or proclaimed an industrial town-
ship within the magisterial districts mentioned in the
Schedule hereof, except the following classes of
factories:—

(a) factories in respect of which building plans for the
building complex were approved in terms of the
Factories, Machinery and Building Work Act, 1941
(Act No. 22 of 1941), prior to the date of publication
hereof; and

(b) factories which do not employ Bantu employees;

(3) the extension of all factories on land within any
area zoned for industrial purposes in terms of a town-
planning scheme or proclaimed an industrial township
within the magisterial districts mentioned in the
Schedule hereof.

Given under my Hand and the Seal of the Republic of
South Africa at Pretoria on this Twelfth day of December,
One thousand Nine hundred and Sixty-seven.

J. F. NAUDÉ,

Acting State President.

By Order of the Acting State President-in-Council.

C. DE WET.

1—1953

BYLAE.

LANDDROSDISTRIKTE IN DIE PROVINSIE TRANSVAAL.

Alberton.	Kemptonpark.	Randfontein.
Benoni.	Klerksdorp.	Roodepoot.
Boksburg.	Krugerdsdorp.	Springs.
Brakpan.	Middelburg.	Standerton.
Delmas.	Nigel.	Vanderbijlpark.
Germiston.	Oberholzer.	Vereeniging.
Heidelberg.	Potchefstroom.	Witbank.
Johannesburg.	Pretoria (uitgesluit die gebied van die Plaaslike Gebiedskomitee van Rosslyn soos omskryf in die Bylae van Administrateurs Proklamasie No. 320 van 9 November 1966, gepubliseer in die <i>Transvaalse Offisiële Koerant</i> No. 3238 van 1966).	

LANDDROSDISTRIKTE IN DIE PROVINSIE ORANJE-VRYSTAAT.

Bloemfontein.	Sasolburg.
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LANDDROSDISTRIKTE IN DIE PROVINSIE KAAP DIE GOEIE HOOP.

Bellville.	Simonstad.	Uitenhage.
Kaapstad.	Somerset-Wes.	Wellington.
Paarl.	Stellenbosch.	Worcester.
Port Elizabeth.	Strand.	Wynberg.

GOEWERMENTSKENNISGEWINGS.

DEPARTEMENT VAN ARBEID.

No. R. 63.] [19 Januarie 1968.

WET OP NYWERHEIDSVERSOENING, 1956.
YSTER-, STAAL-, INGENIEURS- EN METALLURGIESE NYWERHEID.

WYSIGING VAN SIEKTEBYSTANDFONDS-OOREENKOMS.

Ek, Marais Viljoen, Minister van Arbeid, verklaar hierby kragtens artikel 48 (1) (a) van die Wet op Nywerheidsversoening, 1956, dat al die bepalings van die Ooreenkoms (hieronder die Wysigingsooreenkoms genoem) wat in die Bylae hiervan verskyn en op die Yster-, Staal-, Ingenieurs- en Metallurgiese Nywerheid betrekking het, vanaf die tweede Maandag na die datum van publikasie van hierdie kennisgewing en vir die tydperk wat op 29 Augustus 1968 eindig, bindend is vir die werkgewers-organisasies en die vakverenigings wat die Wysigingsooreenkoms aangegaan het en vir die werkgewers en werknemers wat lede van genoemde organisasies of verenigings is.

M. VILJOEN,
Minister van Arbeid.

BYLAE.

NASIONALE NYWERHEIDSRaad VIR DIE YSTER-, STAAL-, INGENIEURS- EN METALLURGIESE NYWERHEID.

OOREENKOMS

ingevolge die bepalings van die Wet op Nywerheidsversoening, 1956, gesluit en aangegaan deur en tussen die

Constructional Engineering Association;
Edge Hand and Small Tool Manufacturers' Association;
Electrical Engineering and Allied Industries' Association;
Engineers' and Founders' Association (Transvaal, Orange Free State and Northern Cape);
Gate and Fence Manufacturers' Association of the Transvaal;
Heavy Engineering Manufacturers' Association;
Iron and Steel Producers' Association of South Africa;
Lift Engineering Association of South Africa;
Light Engineering Industries Association of South Africa;

SCHEDULE.

MAGISTERIAL DISTRICTS IN THE PROVINCE OF THE TRANSVAAL.

Alberton.	Kemptonpark.	Randfontein.
Benoni.	Klerksdorp.	Roodepoot.
Boksburg.	Krugerdsdorp.	Springs.
Brakpan.	Middelburg.	Standerton.
Delmas.	Nigel.	Vanderbijlpark.
Germiston.	Oberholzer.	Vereeniging.
Heidelberg.	Potchefstroom.	Witbank.
Johannesburg.	Pretoria (excluding the area of the Rosslyn Local Area Committee defined in the Schedule to Administrator's Proclamation No. 320 of 9 November 1966, published in the <i>Transvaal Official Gazette</i> No. 3238 of 1966).	

MAGISTERIAL DISTRICTS IN THE PROVINCE OF THE ORANGE FREE STATE.

Bloemfontein.	Sasolburg.
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MAGISTERIAL DISTRICTS IN THE PROVINCE OF THE CAPE OF GOOD HOPE.

Bellville.	Simonstown.	Uitenhage.
Cape Town.	Somerset West.	Wellington.
Paarl.	Stellenbosch.	Worcester.
Port Elizabeth.	Strand.	Wynberg.

GOVERNMENT NOTICES.

DEPARTMENT OF LABOUR.

No. R. 63.] [19 January 1968.

INDUSTRIAL CONCILIATION ACT, 1956.

IRON, STEEL, ENGINEERING AND METALLURGICAL INDUSTRY.

AMENDMENT OF SICK PAY FUND AGREEMENT.

I, Marais Viljoen, Minister of Labour, hereby in terms of section 48 (1) (a) of the Industrial Conciliation Act, 1956, declare that all the provisions of the Agreement (hereinafter referred to as the Amending Agreement) which appears in the Schedule hereto and which relates to the Iron, Steel, Engineering and Metallurgical Industry, shall be binding from the second Monday after the date of publication of this notice and for the period ending the 29th August 1968, upon the employers' organisations and the trade unions which entered into the Amending Agreement and upon the employers and employees who are members of the said organisations or unions.

M. VILJOEN,
Minister of Labour.

SCHEDULE.

NATIONAL INDUSTRIAL COUNCIL FOR THE IRON, STEEL, ENGINEERING AND METALLURGICAL INDUSTRY.

AGREEMENT

in accordance with the provisions of the Industrial Conciliation Act, 1956, made and entered into between the

Constructional Engineering Association;
Edge Hand and Small Tool Manufacturers' Association;
Electrical Engineering and Allied Industries' Association;
Engineers' and Founders' Association (Transvaal, Orange Free State and Northern Cape);
Gate and Fence Manufacturers' Association of the Transvaal;
Heavy Engineering Manufacturers' Association;
Iron and Steel Producers' Association of South Africa;
Lift Engineering Association of South Africa;
Light Engineering Industries Association of South Africa;

Materials Handling and Construction Plant Association of South Africa;
 Non-Ferrous Metal Industries Association of South Africa;
 Plastics Manufacturers' Association of South Africa;
 Precision Manufacturing Engineers' Association;
 Radio, Refrigeration and Electrical Appliance Association of South Africa;
 Sheet Metal Industries Association of South Africa;
 S.A. Agricultural and Irrigation Machinery Manufacturers' Association;
 S.A. Association of Shipbuilders and Repairers;
 S.A. Electro Plating Industries' Association;
 S.A. Fasteners Manufacturers' Association;
 S.A. Production Founders' Association;
 S.A. Reinforced Concrete Engineers' Association;
 S.A. Tube Makers' Association;
 S.A. Wire and Wire Rope Manufacturers' Association;
 S.A. Wrought Non-Ferrous Metal Manufacturers' Association;
 The Cape Engineers' and Founders' Association;
 The East London Engineers' and Founders' Employers' Association;
 The Natal Engineering Industries Association;
 The Port Elizabeth Engineers' Association;
 Transvaal and Orange Free State Foundry Association;
 (hieronder die „werkgewers” of die „werkgewersorganisasies” genoem), aan die een kant, en die

Amalgamated Engineering Union of South Africa;
 Amalgamated Society of Woodworkers of South Africa;
 Engineering Industrial Workers' Union;
 Iron Moulders' Society of South Africa;
 S.A. Boilermakers', Iron and Steel Workers', Shipbuilders' and Welders' Society;
 S.A. Electrical Workers' Association;
 S.A. Engine Drivers', Firemen's and Operators' Association;
 Suid-Afrikaanse Yster, Staal en Verwante Nywerhede Unie;
 (hieronder die „werknemers” of die „vakverenigings” genoem), aan die ander kant,
 wat die partye is by die Nasionale Nywerheidsraad vir die Yster-, Staal-, Ingenieurs- en Metallurgiese Nywerheid, om die Ooreenkoms gepubliseer by Goewermentskennisgewing No. 730 van 17 Mei 1963, soos gewysig en verleng by Goewermentskennisgewing No. R. 164 van 31 Januarie 1964, No. R. 896 van 19 Junie 1964, No. R. 151 van 29 Januarie 1965, No. R. 431 van 26 Maart 1965, No. R. 1566 van 8 Oktober 1965, No. 1946 van 10 Desember 1965, No. R. 15 van 6 Januarie 1967 en No. R. 1275 van 25 Augustus 1967, soos volg te wysig:—

1. Klousule 16 van die Siektebesoldigingsfondsooreenkoms word hierby gewysig deur die tabel van paragraaf (a) te vervang deur die volgende tabel, naamlik:—

Groep volgens werklike loon per week.	Siektebestand: Voortdurende ongeskiktheid of siekte: Afwesigheid van werk.	
	1ste tot 18de week.	19de tot 30ste week.
	Per week.	Per week.
Meer as R42.....	21	23
Meer as R37 en tot R42.....	20	22
Meer as R35 en tot R37.....	19	21
Meer as R32 en tot R35.....	18	20
Meer as R30 en tot R32.....	16	18
Meer as R27 en tot R30.....	14	16
Meer as R24 en tot R27.....	12	13
Meer as R19 en tot R24.....	11	12
Meer as R11 en tot R19.....	10	11

Op hede die 14de dag van November 1967 namens die partye te Johannesburg onderteken.

J. M. RUSSELL, *Voorsitter.*
 C. H. CROMPTON, *Ondervoorsitter.*
 W. R. GLASTONBURY, *Algemene Sekretaris.*

Materials Handling and Construction Plant Association of South Africa;
 Non-Ferrous Metal Industries Association of South Africa;
 Plastics Manufacturers' Association of South Africa;
 Precision Manufacturing Engineers' Association;
 Radio, Refrigeration and Electrical Appliance Association of South Africa;
 Sheet Metal Industries Association of South Africa;
 S.A. Agricultural and Irrigation Machinery Manufacturers' Association;
 S.A. Association of Shipbuilders and Repairers;
 S.A. Electro Plating Industries' Association;
 S.A. Fasteners Manufacturers' Association;
 S.A. Production Founders' Association;
 S.A. Reinforced Concrete Engineers' Association;
 S.A. Tube Makers' Association;
 S.A. Wire and Wire Rope Manufacturers' Association;
 S.A. Wrought Non-Ferrous Metal Manufacturers' Association;
 The Cape Engineers' and Founders' Association;
 The East London Engineers' and Founders' Employers' Association;
 The Natal Engineering Industries Association;
 The Port Elizabeth Engineers' Association;
 Transvaal and Orange Free State Foundry Association;
 (hereinafter referred to as 'the employers' or 'the employers' organisations') of the one part, and the

Amalgamated Engineering Union of South Africa;
 Amalgamated Society of Woodworkers of South Africa;
 Engineering Industrial Workers' Union;
 Iron Moulders' Society of South Africa;
 S.A. Boilermakers', Iron and Steel Workers', Shipbuilders' and Welders' Society;
 S.A. Electrical Workers' Association;
 S.A. Engine Drivers', Firemen's and Operators' Association;
 Suid-Afrikaanse Yster, Staal en Verwante Nywerhede Unie;
 (hereinafter referred to as 'the employees' or 'the trade unions') of the other part,

being parties to the National Industrial Council for the Iron, Steel, Engineering and Metallurgical Industry, to amend the Agreement published under Government Notice No. 730 of the 17th May 1963, as amended and extended by Government Notices Nos. R. 164, R. 896, R. 151, R. 431, R. 1566, R. 1946, R. 15 and R. 1275 of the 31st January 1964, 19 June 1964, 29 January 1965, 26 March 1965, 8 October 1965, 10 December 1965, 6 January 1967 and 25 August 1967, respectively (hereinafter referred to as 'the Sick Pay Fund Agreement'), as follows:—

1. Section 16 of the Sick Pay Fund Agreement is hereby amended by the deletion of the table to paragraph (a) and the substitution of the following table, viz.—

Actual wage group per week.	Sick pay benefits: Continuous incapacity or illness: Absence from work.	
	1st to 18th week.	19th to 30th week.
	Per week.	Per week.
Over R42.....	21	23
Over R37 and up to R42.....	20	22
Over R35 and up to R37.....	19	21
Over R32 and up to R35.....	18	20
Over R30 and up to R32.....	16	18
Over R27 and up to R30.....	14	16
Over R24 and up to R27.....	12	13
Over R19 and up to R24.....	11	12
Over R11 and up to R19.....	10	11

Signed on behalf of the parties at Johannesburg on this the 14th day of November 1967.

J. M. RUSSELL, *Chairman.*
 C. H. CROMPTON, *Vice-Chairman.*
 W. R. GLASTONBURY, *General Secretary.*

No. R. 70.]

[19 Januarie 1968.]

WET OP NYWERHEIDSVERSOENING, 1956.
KLERASIENYWERHEID, KAAP.
WYSIGING VAN OOREENKOMS VIR DIE
BREI-AFDELING.

Ek, Marais Viljoen, Minister van Arbeid, verklaar hierby—

(a) kragtens artikel 48 (1) (a) van die Wet op Nywerheidsversoening, 1956, dat al die bepalings van die Ooreenkoms (hieronder die Wysigingsooreenkoms genoem) wat in die Bylae hiervan verskyn en op die Klerasienywerheid, betrekking het, vanaf die tweede Maandag na die datum van publikasie van hierdie kennisgewing en vir die tydperk wat op 12 Desember 1969 eindig, bindend is vir die werkgewersorganisasies en die vakvereniging wat die Wysigingsooreenkoms aangegaan het en vir die werkgewers en werknemers wat lede van genoemde organisasies of vereniging is;

(b) kragtens artikel 48 (1) (b) van genoemde Wet dat die bepalings van klousule 1 van die Wysigingsooreenkoms vanaf die tweede Maandag na die datum van publikasie van hierdie kennisgewing en vir die tydperk wat op 12 Desember 1969 eindig, bindend is vir alle ander werkgewers en werknemers as dié genoem in paragraaf (a) van hierdie kennisgewing, wat betrokke is by of in diens is in genoemde Nywerheid in die landdrostrikte die Kaap, Wynberg, Simonstad, Bellville, Somerset-Wes, Strand, Worcester en George; en

(c) kragtens artikel 48 (3) (a) van genoemde Wet dat die bepalings van klousule 1 van die Wysigingsooreenkoms vanaf die tweede Maandag na die datum van publikasie van hierdie kennisgewing en vir die tydperk wat op 12 Desember 1969 eindig, in die landdrostrikte die Kaap, Wynberg, Simonstad, Bellville, Somerset-Wes, Strand, Worcester en George *mutatis mutandis* bindend is vir alle Bantoes in diens in genoemde Nywerheid by dié werkgewers vir wie enigeen van genoemde bepalings ten opsigte van werknemers bindend is en vir daardie werkgewers ten opsigte van Bantoes in hul diens.

M. VILJOEN,
Minister van Arbeid.

BYLAE.

NYWERHEIDSRAAD VIR DIE KLERASIENYWERHEID
(KAAP).

OOREENKOMS

ingevolge die bepalings van die Wet op Nywerheidsversoening, 1956, gesluit en aangegaan deur en tussen die

Cape Clothing Manufacturers' Association, en die
Cape Knitting Industry Association

(hieronder die „werkgewers” of die „werkgewersorganisasies” genoem), aan die een kant, en die

Garment Workers' Union of the Western Province

(hieronder die „werknemers” of die „vakvereniging” genoem), aan die ander kant,

wat die partye is by die Nywerheidsraad vir die Klerasienywerheid (Kaap), om die Ooreenkoms tussen die partye, gepubliseer by Goewernementskennisgewing No. R. 1614 van 13 Oktober 1967 (hieronder die „Ooreenkoms vir die Brei-afdeling” genoem), soos volg te wysig:—

1. KLOUSULE 22.—UITGAWES VAN DIE RAAD.

Klousule 22 (1) van die Ooreenkoms vir die Brei-afdeling word hierby gewysig deur die syfer „7de” deur die syfer „14de” te vervang.

2. KLOUSULE 27.—LEDEGELD VAN VAKVERENIGING.

Klousule 27 van die Ooreenkoms vir die Brei-afdeling word hierby gewysig deur die syfer „15de” deur die syfer „14de” te vervang.

No. R. 70.]

[19 January 1968.]

INDUSTRIAL CONCILIATION ACT, 1956.
CLOTHING INDUSTRY, CAPE.

AMENDMENT OF AGREEMENT FOR THE
KNITTING DIVISION.

I, Marais Viljoen, Minister of Labour, hereby—

(a) in terms of section 48 (1) (a) of the Industrial Conciliation Act, 1956, declare that all the provisions of the Agreement (hereinafter referred to as the Amending Agreement) which appears in the Schedule hereto and which relates to the Clothing Industry, shall be binding from the second Monday after the date of publication of this notice and for the period ending the 12th December 1969, upon the employers' organisations and the trade union which entered into the Amending Agreement and upon the employers and employees who are members of the said organisations or union;

(b) in terms of section 48 (1) (b) of the said Act, declare that the provisions of clause 1 of the Amending Agreement shall be binding from the second Monday after the date of publication of this notice and for the period ending the 12th December 1969, upon all employers and employees other than those referred to in paragraph (a) of this notice, who are engaged or employed in the said Industry in the Magisterial Districts of the Cape, Wynberg, Simonstown, Bellville, Somerset West, Strand, Worcester and George; and

(c) in terms of section 48 (3) (a) of the said Act, declare that in the Magisterial Districts of the Cape, Wynberg, Simonstown, Bellville, Somerset West, Strand, Worcester and George and from the second Monday after the date of publication of this notice and for the period ending the 12th December 1969, the provisions of clause 1 of the Amending Agreement shall *mutatis mutatis* be binding upon all Bantu 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 Bantu in their employ.

M. VILJOEN,
Minister of Labour.

SCHEDULE.

INDUSTRIAL COUNCIL FOR THE CLOTHING
INDUSTRY (CAPE).

AGREEMENT

in accordance with the provisions of the Industrial Conciliation Act, 1956, made and entered into between the

Cape Clothing Manufacturers' Association, and the
Cape Knitting Industry Association

(hereinafter referred to as “the employers” or “the employers' organisations”), of the one part, and the

Garment Workers' Union of the Western Province

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

being parties to the Industrial Council for the Clothing Industry (Cape), to amend the Agreement between the parties published under Government Notice No. R. 1614 of the 13th October 1967 (hereinafter referred to as the “Knitting Division Agreement”) as follows:—

1. CLAUSE 22.—EXPENSES OF THE COUNCIL.

Subclause (1) of clause 22 of the Knitting Division Agreement is hereby amended by the substitution of the figure “14th” for the figure “7th”.

2. CLAUSE 27.—TRADE UNION SUBSCRIPTIONS.

Clause 27 of the Knitting Division Agreement is hereby amended by the substitution of the figure “14th” for the word “fifteenth”.

hede die 27ste dag van November 1967 te Kaapstad namens partye onderteken.

S. R. BACK,
Voorsitter van die Raad.
J. KERAAN,
Ondervoorsitter van die Raad.
G. J. NEL,
Sekretaris van die Raad.

Signed at Cape Town on behalf of the parties this 27th day of November 1967.

S. R. BACK,
Chairman of the Council.
J. KERAAN,
Vice-Chairman of the Council.
G. J. NEL,
Secretary of the Council.

No. R. 71.] [19 Januarie 1968.

**WET OP NYWERHEIDSVERSOENING, 1956.
MUNISIPALE ONDERNEMING, VANDERBIJL-
PARK.**

**HERNUWING VAN VERSOENINGSRAAD-
OOREENKOMS.**

Ek, Marais Viljoen, Minister van Arbeid, verklaar hierby kragtens artikel 48 (4) (a) (ii), soos toegepas by artikel 48 (9), van die Wet op Nywerheidsversoening, 1956, soos gewysig, dat die bepalings van Goewermentskennisgewing No. R. 1591 van 15 Oktober 1965 van krag is vanaf die datum van publikasie van hierdie kennisgewing en vir die tydperk wat 2 jaar vanaf genoemde datum eindig.

M. VILJOEN,
Minister van Arbeid.

No. R. 71] [19 January 1968.

INDUSTRIAL CONCILIATION ACT, 1956.

MUNICIPAL UNDERTAKING, VANDERBIJLPARK.

**RENEWAL OF CONCILIATION BOARD
AGREEMENT.**

I, Marais Viljoen, Minister of Labour, hereby, in terms of section 48 (4) (a) (ii) as applied by section 48 (9) of the Industrial Conciliation Act, 1956, as amended, declare the provisions of Government Notice No. R. 1591 of the 15th October 1965, to be effective as from the date of the publication of this notice and for the period ending 2 years from the said date.

M. VILJOEN,
Minister of Labour.

No. R. 72.] [19 Januarie 1968.

**WET OP FABRIEKE, MASJINERIE EN BOUWERK,
1941.**

**VRYSTELLING VAN SIEKTEVERLOFBEPALINGS.
KLERASIENYWERHEID, TRANSVAAL.**

Ek, Marais Viljoen, Minister van Arbeid, verleen hierby kragtens artikel 54 (1) van die Wet op Fabriek, Masjinerie en Bouwerk, 1941, vrystelling van die bepalings van artikel 21A van genoemde Wet aan alle werkgewers wat onderhewig is aan die bepalings van die Ooreenkoms vir die Klerasienywerheid, Transvaal, gepubliseer by Goewermentskennisgewing No. 2360 van 21 Desember 1956, soos gewysig, tot 30 Junie 1968, met dien verstande dat siekteverlofvoorwaardes wat nie minder gunstig is nie as dié wat in die Ooreenkoms uiteengesit word ten opsigte van die betrokke werknemers nagekom word.

M. VILJOEN,
Minister van Arbeid.

No. R. 72.] [19 January 1968.

**FACTORIES, MACHINERY AND BUILDING WORK
ACT, 1941.**

**EXEMPTION FROM SICK LEAVE PROVISIONS.
CLOTHING INDUSTRY, TRANSVAAL.**

I, Marais Viljoen, Minister of Labour, hereby in terms of section 54 (1) of the Factories, Machinery and Building Work Act, 1941, grant exemption from the provisions of section 21A of the said Act to all employers who are subject to the provisions of the Agreement for the Clothing Industry, Transvaal, published under Government Notice No. 2360 of the 21st December 1956, as amended, until the 30th June 1968 provided sick leave conditions are observed which are not less favourable than those set out in the Agreement in respect of the employees concerned.

M. VILJOEN,
Minister of Labour.

**DEPARTEMENT VAN LANDBOU-EKONOMIE
EN -BEMARKING.**

No. R. 73.] [19 Januarie 1968.

**MIELIE- EN KAFFERKORINGREËLINGSKEMA.
PRYSE VAN MIELIEPRODUKTE.—WYSIGING.**

Kragtens artikel 29 (1) van die Bemarkingswet, 1937 (No. 26 van 1937), maak ek, Dirk Cornelis Hermanus Uys, Minister van Landbou-ekonomie en -bemarking hierby bekend dat die Raad van Beheer oor die Mielienywerheid, genoem in artikel 3 van die Mielie- en Kafferkoringreëlinskema, gepubliseer by Proklamasie No. R. 113 van 1961, soos gewysig, kragtens artikel 27 van daardie Skema, met my goedkeuring en met ingang van die datum van publikasie hiervan, die verbodsbepaling bekendgemaak by Goewermentskennisgewing No. R. 706 van 12 Mei 1967 gewysig het, soos in die Bylae hiervan uiteengesit.

D. C. H. UYS,
Minister van Landbou-ekonomie en
-bemarking.

**DEPARTMENT OF AGRICULTURAL ECONOMICS
AND MARKETING.**

No. R. 73.] [19 January 1968.

**MEALIE AND KAFFIRCORN CONTROL SCHEME.
PRICES FOR MAIZE PRODUCTS.—AMENDMENT.**

In terms of section 29 (1) of the Marketing Act, 1937 (No. 26 of 1937), I, Dirk Cornelis Hermanus Uys, Minister of Agricultural Economics and Marketing, do hereby make known that the Mealie Industry Control Board, referred to in section 3 of the Mealie and Kaffircorn Control Scheme, published by Proclamation No. R. 113 of 1961, as amended, has, in terms of section 27 of that Scheme with my approval and with effect from the date of publication hereof amended the prohibition made known by Government Notice No. R. 706 of 12 May 1967, as set out in the Schedule hereto.

D. C. H. UYS,
Minister of Agricultural Economics
and Marketing.

BYLAE.

Die Bylae by Goewermentskennisgewing No. R. 706 van 12 Mei 1967 word hierby gewysig deur die tabel in klousule (4) (a) daarvan deur die volgende tabel te vervang:—

Kolom 1.	Kolom 2.	Kolom 3.
Distrik of dorpsgebied.	Ten opsigte van witmielie-produkte.	Ten opsigte van geelmielie-produkte.
	Sent per 180 lb.	Sent per 180 lb.
Albany.....	27½	27½
Alexandria.....	26	24
Alfred.....	26½	23
Aliwal-Noord.....	18	12½
Amersfoort.....	½	—
Balfour.....	½	—
Barberton.....	9	6
Bedford.....	22	24
Belfast.....	3	½
Bellville.....	30	30½
Benoni.....	7	4
Bergville.....	15½	13½
Bethal.....	4	—
Bethlehem.....	3	1
Bloemfontein.....	1	1
Bloemhof.....	½	—
Boksburg.....	7	4
Boshof.....	3½	3
Bothaville.....	½	—
Brandfort.....	½	—
Brits.....	2½	—
Bronkhorstspuit.....	½	—
Bultfontein.....	21½	24½
Carnarvon.....	3½	—
Carolina.....	21	22½
Cathcart.....	½	1
Christiana.....	½	½
Clocolan.....	10½	12
Colesberg.....	½	—
Coligny.....	½	—
Cullinan.....	9½	9
Dannhauser.....	10½	11
De Aar.....	1	—
Delmas.....	1	—
Dewetsdorp.....	11½	7½
Dundee.....	19	15½
Durban.....	4½	—
Ermelo.....	22½	19½
Eshowe.....	13½	11
Estcourt.....	1	—
Ficksburg.....	1	—
Fouriesburg.....	7	4
Germiston.....	9	5½
Glencoe.....	22	23
Gordonia.....	23½	21½
Graaff-Reinet.....	6	1
Groblersdal.....	3½	½
Harrismith.....	1	—
Hartswater.....	½	—
Heidelberg (Transvaal).....	½	—
Hennenman.....	27½	24½
Hlabisa.....	½	—
Hoopstad.....	20	17½
Inanda.....	22	17½
Ixopo.....	7	4
Johannesburg.....	30	31
Kaapstad.....	7	4
Kempton Park.....	½	3
Kimberley.....	21	22½
King William's Town.....	2	—
Klerksdorp.....	7½	6
Kliprivier.....	½	½
Koppies.....	½	—
Koster.....	1	—
Kroonstad.....	—	—
Krugerdsdorp (uitsluitende dorpsgebied van Magaliesburg).....	9½	9½
Kuruman.....	½	½

SCHEDULE.

The Schedule to Government Notice No. R. 706 of 12 May 1967, is hereby amended by the substitution for the table in clause 4 (a) thereof of following table:—

Column 1.	Column 2.	Column 3.
District or township.	In respect of White maize products.	In respect of Yellow maize products.
	Cents per 180 lb.	Cents per 180 lb.
Albany.....	27½	27½
Alexandria.....	26	24
Alfred.....	26½	23
Aliwal North.....	18	12½
Amersfoort.....	½	—
Balfour.....	½	—
Barberton.....	9	6
Bedford.....	22	24
Belfast.....	3	½
Bellville.....	30	30½
Benoni.....	7	4
Bergville.....	15½	13½
Bethal.....	4	—
Bethlehem.....	3	1
Bloemfontein.....	1	1
Bloemhof.....	½	—
Boksburg.....	7	4
Boshof.....	3½	3
Bothaville.....	½	—
Brandfort.....	½	—
Brits.....	2½	—
Bronkhorstspuit.....	½	—
Bultfontein.....	30	31
Cape Town.....	21½	24½
Carnarvon.....	3½	—
Carolina.....	21	22½
Cathcart.....	½	1
Christiana.....	½	½
Clocolan.....	10½	12
Colesberg.....	½	—
Coligny.....	½	—
Cullinan.....	9½	9
Dannhauser.....	10½	11
De Aar.....	1	—
Delmas.....	1	—
Dewetsdorp.....	11½	7½
Dundee.....	19	15½
Durban.....	21	21½
East London.....	4½	—
Ermelo.....	22½	19½
Eshowe.....	13½	11
Estcourt.....	1	—
Ficksburg.....	1	—
Fouriesburg.....	7	4
Germiston.....	9	5½
Glencoe.....	22	23
Gordonia.....	23½	21½
Graaff-Reinet.....	6	1
Groblersdal.....	3½	½
Harrismith.....	1	—
Hartswater.....	½	—
Heidelberg (Transvaal).....	½	—
Hennenman.....	27½	24½
Hlabisa.....	½	—
Hoopstad.....	20	17½
Inanda.....	22	17½
Ixopo.....	7	4
Johannesburg.....	30	31
Kempton Park.....	½	3
Kimberley.....	21	22½
King William's Town.....	2	—
Klerksdorp.....	7½	6
Kliprivier.....	½	½
Koppies.....	½	—
Koster.....	1	—
Kroonstad.....	—	—
Krugerdsdorp (excluding the township of Magaliesburg).....	9½	9½
Kuruman.....	½	½

Kolom 1.	Kolom 2.	Kolom 3.	Column 1.	Column 2.	Column 3.
Distrik of dorpsgebied.	Ten opsigte van witmelie-produkte.	Ten opsigte van geelmelie-produkte.	District or township.	In respect of White maize products.	In respect of Yellow maize products.
	Sent per 180 lb.	Sent per 180 lb.		Cents per 180 lb.	Cents per 180 lb.
Ladybrand (uitsluitende dorpsgebied van Ladybrand).....	$\frac{1}{2}$	—	Ladybrand (excluding township of Ladybrand).....	$\frac{1}{2}$	—
Ladybrand (dorpsgebied).....	$8\frac{1}{2}$	5	Ladybrand (township).....	$8\frac{1}{2}$	5
Letaba.....	13	7	Letaba.....	13	7
Lichtenburg.....	$\frac{1}{2}$	—	Lichtenburg.....	$\frac{1}{2}$	—
Lindley.....	$\frac{1}{2}$	—	Lindley.....	$\frac{1}{2}$	—
Lydenburg.....	$8\frac{1}{2}$	$3\frac{1}{2}$	Lydenburg.....	$8\frac{1}{2}$	$3\frac{1}{2}$
Mafeking.....	1	—	Magaliesburg (township).....	1	—
Magaliesburg (dorpsgebied).....	1	—	Mafeking.....	1	—
Malmesburg.....	30	31	Malmesburg.....	30	31
Marico.....	4	—	Marico.....	4	—
Marquard.....	$\frac{1}{2}$	—	Marquard.....	$\frac{1}{2}$	—
Matatiele.....	25	$19\frac{1}{2}$	Matatiele.....	25	$19\frac{1}{2}$
Messina.....	$20\frac{1}{2}$	$9\frac{1}{2}$	Messina.....	$20\frac{1}{2}$	$9\frac{1}{2}$
Middelburg (Transvaal).....	$3\frac{1}{2}$	—	Middelburg (Transvaal).....	$3\frac{1}{2}$	—
Middelrift.....	21	$22\frac{1}{2}$	Middelrift.....	21	$22\frac{1}{2}$
Molteno.....	12	$15\frac{1}{2}$	Molteno.....	12	$15\frac{1}{2}$
Montagu.....	31	30	Montagu.....	31	30
Msinga.....	17	15	Msinga.....	17	15
Nelspruit.....	9	6	Nelspruit.....	9	6
Newcastle.....	—	$10\frac{1}{2}$	Newcastle.....	—	$10\frac{1}{2}$
New Hanover.....	$19\frac{1}{2}$	16	New Hanover.....	$19\frac{1}{2}$	16
Nigel.....	2	—	Nigel.....	2	—
Nkandla.....	$19\frac{1}{2}$	18	Nkandla.....	$19\frac{1}{2}$	18
Oos-Londen.....	21	$21\frac{1}{2}$	Paulspietersburg.....	5	5
Paulspietersburg.....	5	5	Pilgrim's Rest.....	13	8
Pelgrimsrus.....	13	8	Pietermaritzburg.....	$14\frac{1}{2}$	$11\frac{1}{2}$
Pietermaritzburg.....	$14\frac{1}{2}$	$11\frac{1}{2}$	Pietersburg.....	$13\frac{1}{2}$	1
Pietersburg.....	$13\frac{1}{2}$	1	Piet Retief.....	$5\frac{1}{2}$	2
Piet Retief.....	$5\frac{1}{2}$	2	Port Elizabeth.....	24	19
Port Elizabeth.....	24	19	Port Shepstone.....	24	$20\frac{1}{2}$
Port Shepstone.....	24	$20\frac{1}{2}$	Potchefstroom.....	$\frac{1}{2}$	—
Potchefstroom.....	$\frac{1}{2}$	—	Potgietersrus.....	$9\frac{1}{2}$	—
Potgietersrus.....	$9\frac{1}{2}$	—	Pretoria.....	7	4
Pretoria.....	7	4	Queenstown.....	20	$20\frac{1}{2}$
Queenstown.....	20	$20\frac{1}{2}$	Randfontein.....	$4\frac{1}{2}$	$1\frac{1}{2}$
Randfontein.....	$4\frac{1}{2}$	$1\frac{1}{2}$	Reitz.....	$30\frac{1}{2}$	—
Reitz.....	$30\frac{1}{2}$	29	Robertson.....	$8\frac{1}{2}$	5
Robertson.....	$8\frac{1}{2}$	5	Rooodepoort.....	4	—
Rooodepoort.....	4	—	Rustenburg.....	$\frac{1}{2}$	—
Rustenburg.....	$\frac{1}{2}$	—	Schweizer-Reneke.....	$\frac{1}{2}$	—
Schweizer-Reneke.....	$\frac{1}{2}$	—	Senekal.....	$\frac{1}{2}$	—
Senekal.....	$\frac{1}{2}$	—	Sibasa.....	$17\frac{1}{2}$	7
Sibasa.....	$17\frac{1}{2}$	7	Soutpansberg.....	$17\frac{1}{2}$	7
Soutpansberg.....	$17\frac{1}{2}$	7	Springs.....	7	4
Springs.....	7	4	Standerton.....	$1\frac{1}{2}$	$\frac{1}{2}$
Standerton.....	$1\frac{1}{2}$	$\frac{1}{2}$	Stellenbosch.....	30	31
Stellenbosch.....	30	31	Stutterheim.....	$20\frac{1}{2}$	$21\frac{1}{2}$
Stutterheim.....	$20\frac{1}{2}$	$21\frac{1}{2}$	Swartruggens.....	1	—
Swartruggens.....	1	—	Taung.....	$\frac{1}{2}$	—
Taung.....	$\frac{1}{2}$	—	Thaba Nchu.....	4	$1\frac{1}{2}$
Thaba Nchu.....	4	$1\frac{1}{2}$	Theunissen.....	$\frac{1}{2}$	—
Theunissen.....	$\frac{1}{2}$	—	Uitenhage.....	$31\frac{1}{2}$	$31\frac{1}{2}$
Uitenhage.....	$31\frac{1}{2}$	$31\frac{1}{2}$	Umvoti.....	25	21
Umvoti.....	25	21	Utrecht.....	$10\frac{1}{2}$	$6\frac{1}{2}$
Utrecht.....	$10\frac{1}{2}$	$6\frac{1}{2}$	Ventersburg.....	$\frac{1}{2}$	—
Ventersburg.....	$\frac{1}{2}$	—	Vereeniging.....	3	$\frac{1}{2}$
Vereeniging.....	3	$\frac{1}{2}$	Viljoenskroon.....	$\frac{1}{2}$	$2\frac{1}{2}$
Viljoenskroon.....	$\frac{1}{2}$	$2\frac{1}{2}$	Virginia.....	$\frac{1}{2}$	—
Virginia.....	$\frac{1}{2}$	—	Volksrust.....	$\frac{1}{2}$	$\frac{1}{2}$
Volksrust.....	$\frac{1}{2}$	$\frac{1}{2}$	Vrede.....	$\frac{1}{2}$	—
Vrede.....	$\frac{1}{2}$	—	Vredefort.....	$\frac{1}{2}$	—
Vredefort.....	$\frac{1}{2}$	—	Vryburg.....	$\frac{1}{2}$	1
Vryburg.....	$\frac{1}{2}$	1	Vryheid.....	$12\frac{1}{2}$	5
Vryheid.....	$12\frac{1}{2}$	5	Wakkerstroom.....	1	$1\frac{1}{2}$
Wakkerstroom.....	1	$1\frac{1}{2}$	Warmbad.....	$3\frac{1}{2}$	—
Warmbad.....	$3\frac{1}{2}$	—	Warrenton.....	1	—
Warrenton.....	1	—	Waterberg.....	2	$\frac{1}{2}$
Waterberg.....	2	$\frac{1}{2}$	Welkom.....	$1\frac{1}{2}$	1
Welkom.....	$1\frac{1}{2}$	1	Wesselsbron.....	$\frac{1}{2}$	—
Wesselsbron.....	$\frac{1}{2}$	—	Winburg.....	$\frac{1}{2}$	2
Winburg.....	$\frac{1}{2}$	2	Witbank.....	$2\frac{1}{2}$	—
Witbank.....	$2\frac{1}{2}$	—	Wolmaransstad.....	$\frac{1}{2}$	—
Wolmaransstad.....	$\frac{1}{2}$	—	Worcester.....	$30\frac{1}{2}$	29
Worcester.....	$30\frac{1}{2}$	29	Zastron.....	2	5
Zastron.....	2	5			

DEPARTEMENT VAN GESONDHEID.

No. R. 60.] [19 Januarie 1968.

DIE SUID-AFRIKAANSE GENEESKUNDIGE EN TANDHEELKUNDIGE RAAD.

WYSIGING VAN DIE REËLS BETREFFENDE DIE REGISTRASIE VAN ADDISIONELE KWALIFIKASIES.

Die Minister van Gesondheid het, kragtens artikel 94 (4) van die Wet op Geneesher, Tandartse en Aptekers, 1928 (Wet No. 13 van 1928), soos gewysig, sy goedkeuring geheg aan onderstaande wysiging van die reëls wat die Suid-Afrikaanse Geneeskundige en Tandheelkundige Raad kragtens artikel 94 (2) (h) van die Wet opgestel het en wat by Goewermentskennisgewing No. R. 1691 van 30 Oktober 1964, soos gewysig, afgekondig is:—

(i) Deur die skapping van die volgende kwalifikasie onder die opskrif:—

(a) GENEESHERE.

Eksaminerende liggaam.	Kwalifikasie.	Afkorting vir registrasie.
"Royal College of Physicians and Surgeons of Canada"	"Fellow"...	F.R.C.P. & S. Canada.

(ii) Deur die toevoeging van die volgende verdere kwalifikasies onder die opskrif:—

(a) GENEESHERE.

Eksaminerende liggaam.	Kwalifikasie.	Afkorting vir registrasie.
Kollege van Interniste, Chirurgie en Ginekoloë van Suid-Afrika	Diploma in Geregtelike Geneeskunde	Dip. Geregt. Gen. (S.A.).
"Royal Australasian College of Surgeons"	"Fellow"...	F.R.A.C.S.
"Royal College of Physicians and Surgeons of Canada"	"Surgical Fellow"	F.R.C.S., Canada.
	"Physician Fellow"	F.R.C.P., Canada.
Universiteit van Pretoria....	Magister in Geneeskunde (Geregtelike Geneeskunde)	M.Med. (Med. Forens.) Univ. Pret.
	Magister in Geneeskunde (Geriatric)	M.Med. (Geriat.) Univ. Pret.
	Magister in Geneeskunde (Radiologiese Diagnose)	M.Med. (Rad. D.) Univ. Rand.
Universiteit van die Witwatersrand	Magister in Geneeskunde (Radiologiese Terapie)	M.Med. (Rad. T.) Univ. Rand.

No. R. 61.] [19 Januarie 1968.

DIE SUID-AFRIKAANSE VERPLEEGSTERSRAAD. WYSIGING VAN DIE REGULASIES BETREFFENDE DIE REGISTERS VIR VERPLEEGSTERS EN VROEDVROU.

Die Minister van Gesondheid het, kragtens artikel 11 (1) van die Wet op Verpleging, 1957 (Wet No. 69 van 1957), sy goedkeuring geheg aan die volgende wysigings van die regulasies betreffende die registers vir verpleegsters en vroedvroue, wat deur die Suid-Afrikaanse Verpleegstersraad gemaak is en gepubliseer is by Goewermentskennisgewing No. R. 938 van 28 Junie 1963, soos gewysig deur Kennisgewings Nos. R. 70 van 17 Januarie 1964 en R. 831 van 27 Mei 1966:—

(1) *Regulasie 4 (1) (a).*—Vervang die kommapunt na die woorde „later is” met ’n punt en skrap die voorbehoudsbepaling.

(2) Hierdie wysigings is ook in die gebied van toepassing.

DEPARTMENT OF HEALTH.

No. R. 60.] [19 January 1968.

THE SOUTH AFRICAN MEDICAL AND DENTAL COUNCIL.

AMENDMENT OF THE RULES REGARDING THE REGISTRATION OF ADDITIONAL QUALIFICATIONS.

The Minister of Health has, in terms of section 94 (4) of the Medical, Dental and Pharmacy Act, 1928 (Act No. 13 of 1928), as amended, approved the following amendment of the rules made by the South African Medical and Dental Council under section 94 (2) (h) of the Act and published under Government Notice No. R. 1691 of 30 October 1964, as amended:—

(i) By the deletion of the following qualification under the heading:—

(a) MEDICAL PRACTITIONERS.

Examining authority.	Qualification.	Abbreviation for registration.
Royal College of Physicians and Surgeons of Canada	Fellow.....	F.R.C.P. & S., Canada.

(ii) By the addition of the following further qualifications under the heading:—

(a) MEDICAL PRACTITIONERS.

Examining authority.	Qualification.	Abbreviation for registration.
College of Physicians, Surgeons and Gynaecologists of South Africa	Diploma in Forensic Medicine	Dip. For. Med. (S.A.).
Royal Australasian College of Surgeons	Fellow.....	F.R.A.C.S.
Royal College of Physicians and Surgeons of Canada	Surgical Fellow	F.R.C.S., Canada.
	Physician Fellow	F.R.C.P., Canada.
University of Pretoria.....	Master of Medicine (Forensic Medicine)	M.Med. (Med. Forens.) Univ. Pret.
	Master of Medicine (Geriatrics)	M.Med. (Geriat.) Univ. Pret.
University of Witwatersrand	Master of Medicine (Diagnostic Radiology)	M.Med. (Rad. D.) Univ. Rand.
	Master of Medicine (Radiation Therapy)	M.Med. (Rad. T.) Univ. Rand.

No. R. 61.] [19 January 1968.

THE SOUTH AFRICAN NURSING COUNCIL.

AMENDMENT OF THE REGULATIONS REGARDING THE REGISTERS FOR NURSES AND MIDWIVES.

The Minister of Health, in terms of section 11 (1) of the Nursing Act, 1957 (Act No. 69 of 1957), has approved of the following amendments to the regulations regarding the registers for nurses and midwives, made by the South African Nursing Council and published under Government Notice No. R. 938 of the 28th June 1963, as amended by Notices Nos. R. 70 of the 17th January 1964 and R. 831 of the 27th May 1966:—

(1) *Regulation 4 (1) (a).*—For the semi-colon after the word “later”, substitute a full stop and delete the proviso.

(2) These amendments shall also apply in the territory.

No. R. 62.] [19 Januarie 1968.
DIE SUID-AFRIKAANSE VERPLEEGSTERSRAAD.
WYSIGING VAN DIE REGULASIES VIR DIE
BETAAL VAN TOELAES AAN LEDE VAN DIE
RAAD EN AAN LEDE VAN ADVIESRADE.

Die Minister van Gesondheid het, kragtens artikel 11 (1) van die Wet op Verpleging, 1957 (Wet No. 69 van 1957), sy goedkeuring geheg aan die volgende wysigings van die regulasies vir die betaal van toelaes aan lede van die raad en aan lede van adviesrade, wat deur die Suid-Afrikaanse Verpleegstersraad gemaak is en gepubliseer is by Goewermentskennisgewing No. R. 932 van 28 Junie 1963, soos gewysig deur Kennisgewings Nos. R. 1841 van 13 November 1964 en R. 90 van 14 Januarie 1966:—

(1) *Regulasie 1 (3) (b).*

Vervang die bestaande subparagraaf met die volgende subparagraaf:—

„(b) Indien die lid privaat vervoer gebruik—'n motorvervoertoelaag teen die koers hieronder uiteengesit; met dien verstande dat die afstand nie eenhonderd (100) myl soontoe en terug te bowe gaan nie. Indien die afstand eenhonderd (100) myl soontoe en terug te bowe gaan, word aan die lid een van die volgende bedrae betaal, watter ook al meer is:—

(i) 'n Motorvervoertoelaag teen die koers hieronder uiteengesit vir eenhonderd (100) myl;

(ii) 'n bedrag gelykstaande aan 'n eerste klasreiskaartjie per trein, plus oorbetalings vir 'n koepee, asof die lid oor die kortste en vinnigste roete per spoor gereis het.

Motorvervoertoelae word teen die volgende koers betaal:—

Tot en met 2,500 c.c.: 10c per myl;

2,501 c.c. tot en met 3,000 c.c.: 13c per myl;

bo 3,000 c.c.: 16c per myl.”

(2) *Regulasie 2 (2) (b).*

Vervang die bestaande subparagraaf met die volgende subparagraaf:—

„(b) Indien die lid privaat vervoer gebruik—'n motorvervoertoelaag teen die koers hieronder uiteengesit; met dien verstande dat die afstand nie eenhonderd (100) myl soontoe en terug te bowe gaan nie. Indien die afstand eenhonderd (100) myl soontoe en terug te bowe gaan, word aan die lid een van die volgende bedrae betaal, watter ook al meer is:—

(i) 'n Motorvervoertoelaag teen die koers hieronder uiteengesit vir eenhonderd (100) myl;

(ii) 'n bedrag gelykstaande aan 'n eerste klasreiskaartjie per trein (gereserveer) asof die lid oor die kortste en vinnigste roete per spoor gereis het.

Motorvervoertoelae word teen die volgende koers betaal:—

Tot en met 2,500 c.c.: 10c per myl;

2,501 c.c. tot en met 3,000 c.c.: 13c per myl;

bo 3,000 c.c.: 16c per myl.”

(3) Hierdie wysigings is ook in die gebied van toepassing.

DEPARTEMENT VAN HANDEL.

No. R. 69.] [19 Januarie 1968.

WET OP ONTPLOFBARE STOWWE, 1956.

WYSIGING VAN REGULASIES.

Die Waarnemende Staatspresident het, kragtens die bevoegdheid hom verleen by artikel 30 van die Wet op Ontplobbare Stowwe, 1956 (Wet No. 26 van 1956), die

No. R. 62.]

[19 January 1968.

THE SOUTH AFRICAN NURSING COUNCIL.

AMENDMENT OF THE REGULATIONS FOR THE
PAYMENT OF ALLOWANCES TO MEMBERS OF
THE COUNCIL AND MEMBERS OF ADVISORY
BOARDS.

The Minister of Health, in terms of section 11 (1) of the Nursing Act, 1957 (Act No. 69 of 1957), has approved of the following amendments to the regulations for the payment of allowances to members of the council and members of advisory boards, made by the South African Nursing Council and published under Government Notice No. R. 932 of the 28th June 1963, as amended by Notices Nos. R. 1841 of the 13th November 1964 and R. 90 of the 14th January 1966:—

(1) *Regulation 1 (3) (b).*

Substitute the following subparagraph for the existing subparagraph:—

“(b) If the member uses private transport—a motor transport allowance at the rate stated below; provided that the distance shall not exceed one hundred (100) miles there and back. If the distance exceeds one hundred (100) miles there and back, the member shall be paid one of the following amounts, whichever is the greater:—

(i) A motor transport allowance at the rate stated below for one hundred (100) miles;

(ii) an amount equal to a first class rail fare, plus coupé surcharge, as if the member had travelled by rail by the shortest and most expeditious route.

Motor transport allowances are paid at the following rates:—

Up to and including 2,500 c.c.: 10c per mile;

2,501 c.c. up to and including 3,000 c.c.: 13c per mile;

over 3,000 c.c.: 16c per mile.”

(2) *Regulation 2 (2) (b).*

Substitute the following subparagraph for the existing subparagraph:—

“(b) If the member uses private transport—a motor transport allowance at the rate stated below; provided that the distance shall not exceed one hundred (100) miles there and back. If the distance exceeds one hundred (100) miles there and back, the member shall be paid one of the following amounts, whichever is the greater:—

(i) A motor transport allowance at the rate stated below for one hundred (100) miles;

(ii) an amount equal to a first class rail fare (reserved) as if the member had travelled by rail by the shortest and most expeditious route.

Motor transport allowances are paid at the following rates:—

Up to and including 2,500 c.c.: 10c per mile;

2,501 c.c. up to and including 3,000 c.c.: 13c per mile;

over 3,000 c.c.: 16c per mile.”

(3) These amendments shall also apply in the territory.

DEPARTMENT OF COMMERCE.

No. R. 69.] [19 January 1968.

EXPLOSIVES ACT, 1956.

AMENDMENT OF REGULATIONS.

The Acting State President has, under the powers vested in him by section 30 of the Explosives Act, 1956 (Act No. 26 of 1956), amended the regulations published in Govern-

regulasies afgekondig by Goewermentskennisgewing No. R. 2131 van 28 Desember 1962, gewysig soos in die Bylae hiervan uiteengesit.

BYLAE.

1. Regulasie 1 word hierby gewysig deur in die omskrywing van „publieke gebou” die woord „publieke” deur die woord „openbare” te vervang waar dit ook al voorkom.

2. Regulasie 125 word hierby gewysig deur paragraaf (b) van subregulasie (1) deur die volgende paragraaf te vervang:—

„(b) vier afskrifte van ’n plan wat geteken is of op ’n skaal van een op vyfhonderd, een op duisend, een op tweeduusend, een op tweeduusend vierhonderd of een op tweeduusend vyfhonderd, ooreenkomstig die grootte van die eiendom, waarop die terrein van die voorgename magasyn en omheining in verhouding met naburige paaie (wat ook die toegangspad na die magasyn sal insluit), spoorweë, geboue en grense van eiendomme getoon word, sowel as die kantoor van die grond waarop die magsyn opgerig moet word, en met die terrein as middelpunt, moet sirkels op die plan geteken word met strale in verhouding tot die afstande wat vir die hoeveelheid ontplofbare stowwe voorgeskryf word in die tabel in regulasie 126 van hierdie Hoofstuk;”.

3. Regulasie 148 word hierby gewysig—

(a) deur in die Engelse teks die woord „explosives” deur die woord „materials” te vervang; en

(b) deur die woorde „ontplofbare stowwe” deur die woord „springstowwe” te vervang.

4. Regulasie 149 word hierby in die Engelse teks gewysig deur die woord „explosives” deur die woord „materials” te vervang.

5. Regulasie 181 word hierby gewysig deur na die omskrywing van „springstofwerker” die volgende omskrywing in te voeg:—

„breker” enige implement wat gebruik word vir die breek of losmaak van rots, skalie, grond of enige materiaal wat dit nodig gevind was om te skiet.”

6. Regulasie 183 word hierby deur die volgende regulasie vervang:—

„183. (1) Indien die houer van ’n skietpermit te eniger tyd na die oordeel van ’n inspekteur skuldig is aan nalatigheid by die uitoefening van sy pligte, of aan wangedrag, of aan ’n swaakheid ly wat hom waarskynlik by die uitoefening van sy pligte kan hinder, kan sodanige inspekteur sonder verwyl aan ’n inspekteur rapporteer wat, na ondersoek, die opskorting kan bekragtig of ophef, of die permit kan intrek.

(2) Indien die houer van ’n skietpermit te eniger tyd na die oordeel van ’n bestuurder aangestel kragtens regulasie 185, skuldig is aan ’n oortreding van enigeen van hierdie regulasies, kan sodanige bestuurder daardie permit onmiddellik opskort en terughou, en moet hy die opskorting sonder verwyl aan ’n inspekteur rapporteer wat, na ondersoek, die opskorting kan bekragtig of ophef, of die permit kan intrek.

(3) Ingeval die springstofwerker ontevrede is met die optrede van die inspekteur, kan hy binne 14 dae by die Hoofinspekteur van Ontplofbare Stowwe appèl aanteken teen die opskorting of intrekking en laasgenoemde se beslissing na ondersoek is afdoende.”

7. Regulasie 186 word hierby deur die volgende regulasie vervang:—

„186. Die bestuurder moet die gereedskap en uitrusting verskaf wat kragtens hierdie regulasies vereis word, en alle redelike stappe doen om te verseker dat hulle behoorlik gebruik en in goeie toestand gehou word.”

ment Notice No. R. 2131, dated 28 December 1962, as set out in the Schedule hereto.

SCHEDULE.

1. Regulation 1 is hereby amended, in the Afrikaans version, by the substitution in the definition of “publieke gebou” of the word “openbare” for the word “publieke” wherever it appears.

2. Regulation 125 is hereby amended by the substitution of the following paragraph for paragraph (b) of subregulation (1):—

“(b) four copies of a plan drawn to a scale of either one to five hundred, one to a thousand, one to two thousand, one to two thousand four hundred or one to two thousand five hundred according to the size of the property, showing the site of the proposed magazine and fence in relation to neighbouring roads (which shall also include the access road to the magazine), railways, buildings and boundaries of properties, as well as the contour of the land on which the magazine is to be erected and the plan shall have drawn thereon, with the site as centre, circles with radii proportionate to the distances prescribed for the quantity of explosives in the table in regulation 126 of this Chapter;”.

3. Regulation 148 is hereby amended—

(a) by the substitution of the word “materials” for the word “explosives”; and

(b) by the substitution, in the Afrikaans version, of the word “springstowwe” for the words “ontplofbare stowwe”.

4. Regulation 149 is hereby amended by the substitution of the word “materials” for the word “explosives”.

5. Regulation 181 is hereby amended by the insertion, after the definition of “blaster”, of the following definition:—

““breaker” shall mean any implement used for breaking or loosening rock, shale, earth, ground or any material which it was found necessary to blast.”

6. The following regulation is hereby substituted for regulation 183:—

“183. (1) If at any time the holder of a blasting permit is, in the opinion of an inspector, guilty of negligence in the execution of his duties, or of any misconduct, or suffers from any infirmity likely to hamper him in the discharge of his duties, such inspector may immediately suspend or cancel such permit.

(2) If at any time the holder of a blasting permit is, in the opinion of the manager appointed in terms of regulation 185, guilty of a breach of any of these regulations, such manager may immediately suspend and retain such permit, and shall forthwith report any such suspension to an inspector who after investigation may confirm or rescind the suspension or may cancel the permit.

(3) In the event of the blaster being dissatisfied with the action of the inspector, he may within 14 days thereof appeal against the suspension or cancellation, to the Chief Inspector of Explosives, whose decision, after investigation, shall be final.”

7. The following regulation is hereby substituted for regulation 186:—

“186. The manager shall provide the tools and equipment required under these regulations, and shall take all reasonable steps to ensure that these are used properly and maintained in good and repair.”

8. Regulasie 189 word hierby gewysig deur aan die end van subregulasie (1) die woorde „Die aanstelling moet skriftelik gedoen word, en die oorspronklike aanstellingsbrief met die handtekening van die bestuurder sowel as die handtekening van die voormanspringstofwerker wat die aanstelling aanvaar, moet deur die bestuurder gehou word.” by te voeg.

9. Regulasie 197 word hierby gewysig deur paragraaf (c) van subregulasie (1) deur die volgende paragraaf te vervang:—

„(c) 'n kennisgewingbord met die volgende bewoording „Danger—Blast Area—Keep Out—Gevaar—Skietgebied—Bly Weg” in blokletters van minstens 4 duim hoog op 'n kontrasterende agtergrond en 'n bevoegde persoon met 'n rooi vlag by elke toegangsweg plaas op 'n plek anderkant die waarskynlike perke wat die vlieënde materiaal sal bereik wat deur die skietoperasie weggeslinger word, om persone te verhinder om nader te kom; en”.

10. Regulasie 202 word hierby gewysig—

(a) deur in paragraaf (d) die woorde „koperskraper of houtstok” deur die woorde „geskikte koper- of hout-instrument” te vervang;

(b) deur aan die end van paragraaf (f) die woorde „of totdat al die werk in verband met die uitgraving voltooi is nie” by te voeg; en

(c) deur die volgende paragrawe na paragraaf (i) in te voeg:—

„(j) 'n wag of wagte daar plaas om te verhoed dat enige persone wat nie onder sy direkte beheer of toesig is nie die perseel binnekom voordat die puin opgeruim is en die voorafgaande bepalings van hierdie regulasie nagekom is;

(k) voordat hy toelaat dat 'n breker gebruik word, alle los rotse of grond verwyder of laat verwyder tot 'n afstand van minstens 6 voet in alle rigtings van elke gat af, met die oog daarop om mislukte gate en sokke te vind.”

11. Regulasie 204 word hierby deur die volgende regulasie vervang:—

„204. (1) Niemand mag 'n gat op 'n plek en in 'n ander rigting as wat die springstofwerker aandui, boor of toelaat dat dit geboor word nie.

(2) Die springstofwerker moet voortdurend aanwesig wees terwyl gate geboor word en moet verseker dat die gate geboor word op die plekke wat hy met verf of ander geskikte materiaal aangedui het en in die rigting wat hy aangedui het.

(3) Onmiddellik nadat 'n gat tot op die verlangde diepte geboor is, moet die springstofwerker dit met 'n ongeverfde houtprop toemaak en die prop mag nie weer verwyder word voordat dit nodig word om die gat te laai nie, behalwe om dit te ondersoek.

(4) Slegs die springstofwerker in wie se voortdurende aanwesigheid die gate geboor is, mag sodanige gate laai of probeer laai; uitgesonderd dat met die skriftelike goedkeuring van 'n inspekteur 'n ander springstofwerker die laaiwerk mag doen.”

12. Regulasie 205 word hierby deur die volgende regulasie vervang:—

„205. (1) Niemand mag 'n gat nader as 6 duim aan 'n sok boor of toelaat dat dit geboor word, of in so 'n rigting dat dit nader as 6 duim aan 'n sok kom nie, en niemand mag 'n gat wat sonder prop gelaat is, dieper maak of toelaat dat dit dieper gemaak word nie.

(2) Niemand mag 'n breker nader as 6 duim aan 'n sok gebruik nie of toelaat dat dit gebruik word nie.

8. Regulation 189 is hereby amended by the addition at the end of subregulation (1) of the words “The appointment shall be made, in writing, and the original letter of appointment, bearing the signature of the manager, as well as the signature of the foreman blaster accepting the appointment, shall be retained by the manager.”

9. Regulation 197 is hereby amended by the substitution of the following paragraph for paragraph (c) of subregulation (1):—

“(c) place a notice board with the following wording ‘Danger—Blast Area—Keep Out—Gevaar—Skietgebied—Bly Weg’ in block letters not less than 4 inches in height on a contrasting background, and station a competent person carrying a red flag at each avenue of approach at a point beyond the probable range of flying material projected by the blast, to stop persons from approaching; and”.

10. Regulation 202 is hereby amended—

(a) by the substitution in paragraph (d) of the words “a suitable copper or wooden instrument” for the words “a copper scraper or wooden stick”;

(b) by the addition, at the end of paragraph (f) of the words “or until all work in connection with the excavation has been completed”; and

(c) by the insertion of the following paragraphs after paragraph (i):—

“(j) place a watchman or watchmen to prevent any persons who are not under his direct control or supervision from entering the site until the debris has been cleared and the foregoing provisions of this regulation have been complied with;

(k) before allowing a breaker to be used, remove or cause to be removed all loose rock or ground to a distance of at least 6 feet in all directions from each hole with a view to discovering misfired holes and sockets.”

11. The following regulation is hereby substituted for regulation 204:—

“204. (1) No person shall drill or permit to be drilled any hole at any place and in any direction other than that indicated by the blaster.

(2) The blaster shall be in constant attendance during the drilling of the holes and shall ensure that the holes are drilled at the places indicated by him with paint or other suitable material, and in the direction indicated by him.

(3) Immediately a hole has been drilled to the desired depth the blaster shall close it by means of an unpainted wooden plug and no such plug shall again be removed except for the purpose of inspection until the hole is required to be charged.

(4) Only the blaster under whose constant attendance the holes were drilled shall charge or attempt to charge such holes; except that with the written permission of an inspector the charging may be done by any other blaster.”

12. The following regulation is hereby substituted for regulation 205:—

“205. (1) No person shall drill or permit to be drilled any hole nearer than 6 inches to any socket or in such a direction as to approach nearer than 6 inches to any socket, nor shall any person deepen or permit to be deepened any hole which has been left unplugged.

(2) No person shall use or permit to be used any breaker nearer than 6 inches to any socket.”

13. Regulasie 208 word hierby gewysig deur subregulasie (2) deur die volgende subregulasie te vervang:—

„(2) Alle springstowwe wat na 'n skietoperasie tussen die puin gevind word, mag nie in 'n skietgat gelaai word nie, maar moet onmiddellik opgetel en in twee spesiaal gekonstrueerde, sterk, waterdigte houtkaste of kaste met hout uitgevoer, wat toegerus is met skarnierdeksels wat gesluit kan word, geplaas word. In die een kas moet springpatrone en knallont wat herwin word geplaas word en in die ander die skietwerkbykomstighede soos springdoppies (alle tipes).

Die kaste moet rooi gevef en opvallend met die woorde „Old Explosives—Ou Springstowwe” en woorde wat die tipe springstowwe wat in hulle geplaas en gehou moet word aandui, in wit blokletters gemerk word. 'n Gat 2 duim in deursnee, moet in die deksel aangebring word sodat die springstowwe maklik in die kas geplaas kan word.

Die kaste moet veilig gesluit gehou word, uitgesonderd wanneer dit nodig is om springstowwe daaruit te verwyder of wanneer die kaste of hulle inhoud ondersoek word. Die sleutels moet in die besit van die springstofwerker gehou word.

Die kaste moet minstens een maal aan die einde van elke dag leeggemaak en die inhoud vernietig word.”

14. Regulasie 209 word hierby gewysig deur in subregulasie (2) die woord „beplante” deur die woord „afgeskorte” te vervang.

15. Regulasie 210 word hierby gewysig deur subregulasie (1) deur die volgende subregulasie te vervang:—

„(1) (a) Niemand mag ontplofbare stowwe begawe, onderdompel, wegsteek of opgee nie;

(b) niemand mag ontplofbare stowwe alleen laat sodat dit vir ander persone moontlik sal wees om toegang daartoe te kan hê nie.”

16. Regulasie 212 word hierby in subregulasie (4) gewysig—

(a) deur in paragraaf (g) van die Engelse teks die woord „blasting” te skrap; en

(b) deur in paragraaf (g) die woord „skietbestuurder” deur die woord „bestuurder” te vervang.

17. Regulasie 214 word hierby gewysig deur paragraaf (e) deur die volgende paragraaf te vervang:—

„(e) elke uitgraving wat vir die publiek toeganklik is of wat aan openbare paaie of deurgange grens of waardeur die veiligheid van persone in gevaar gestel kan word—

(i) toereikend deur 'n versperring of omheining wat minstens 2 voet hoog en so naby doenlik aan die uitgraving is, beskerm;

(ii) van rooi waarskuwingsligte gedurende die nag voorsien.”

18. Regulasie 215 word hierby deur die volgende regulasie vervang:—

„215. By 'n terrein waar springstowwe gebruik is, moet die bestuurder 'n springstofwerker aanstel om voortdurend aanwesig te wees terwyl werk wat uitgraving, boor of die gebruik van 'n breker meebring by die skietterrein verrig word. 'n Springstofwerker wat die plig wat aldus op hom gelê word, versuim, is skuldig aan 'n misdryf.

Die aanstelling moet skriftelik gedoen word, en die oorspronklike aanstellingsbrief met die handtekening van die bestuurder sowel as die handtekening van die springstofwerker wat die aanstelling aanvaar, moet deur die bestuurder gehou word.”

13. Regulation 208 is hereby amended by the substitution of the following subregulation for subregulation (2):—

“(2) All blasting materials found among the debris after a blast may not be charged into a blast hole but shall be collected immediately and be placed in 2 specially constructed strong, waterproof wooden or wood-lined boxes equipped with hinged lids that can be locked. In 1 box recovered blasting cartridges and detonating fuse shall be kept and in the other recovered blasting accessories such as detonators (all types).

The boxes shall be painted red and conspicuously marked with the words ‘Old Explosives—Ou Springstowwe’ and words indicating the type of explosives to be placed and kept in them, in white block letters. A hole 2 inches in diameter shall be provided in the lid to allow for the easy insertion of the explosives.

The boxes shall be kept securely locked except when it is necessary to remove the explosives therefrom or when the boxes or their contents are being inspected. The keys shall be kept in the possession of the blaster.

The boxes shall be cleared at least once at the end of each day and the contents destroyed.”

14. Regulation 209 is hereby amended by the substitution, in subregulation (2) in the Afrikaans version, of the word “afgeskorte” for the word “beplante”.

15. Regulation 210 is hereby amended by the substitution of the following subregulation for subregulation (1):—

“(1) (a) No person shall bury, submerge, hide or abandon any explosives;

(b) no person shall leave explosives unattended so that it will be possible for other persons to have access thereto.”

16. Regulation 212 is hereby amended in subregulation (4)—

(a) by the deletion in paragraph (g) of the word “blasting”; and

(b) by the substitution, in paragraph (g) of the Afrikaans version, of the word “bestuurder” for the word “skietbestuurder”.

17. Regulation 214 is hereby amended by the substitution of the following paragraph for paragraph (e):—

“(e) cause every excavation which is accessible to the public or which is adjacent to public roads or thoroughfares or whereby the safety of persons may be endangered to be—

(i) adequately protected by a barrier or fence at least 2 feet high and as close to the excavation as practicable;

(ii) provided with red warning lights at night.”

18. The following regulation is hereby substituted for regulation 215:—

“215. At any site where blasting materials have been used the manager shall appoint a blaster to be in constant attendance while work involving excavating, drilling or the use of a breaker is carried on at the blast site. Any blaster who neglects the duty so placed on him shall be guilty of an offence.

The appointment shall be made, in writing, and the original letter of appointment, bearing the signature of the manager, as well as the signature of the blaster accepting the appointment, shall be retained by the manager.”

DEPARTEMENT VAN POS-EN-TELEGRAAFWESE.

No. R. 87.] [19 Januarie 1968.

WYSIGING VAN TELEFOONREGULASIES.

Dit het die Waarnemende Staatspresident behaag om, kragtens die bepalings van artikel 2 (4) en artikel 3 van Wet No. 44 van 1958, sy goedkeuring te heg aan onderstaande wysiging van die Telefoonregulasies:—

Telefoonregulasie 40.

(a) Onder „(i) Die Witwatersrandse sentralestelsel Sone A.—” na „Mayfair,” skrap „Mondeor,” met ingang van 15 Januarie 1968.

(b) Onder „(i) Die Witwatersrandse sentralestelsel” na „Wadeville,” in „Sone F” voeg in „Sone G.—Mondeor.” met ingang van 15 Januarie 1968.

No. R. 88.] [19 Januarie 1968.

WYSIGING VAN TELEFOONREGULASIES.

Dit het die Waarnemende Staatspresident behaag om, kragtens die bepalings van artikel 2 (4) en artikel 3 van Wet No. 44 van 1958, sy goedkeuring te heg aan onderstaande wysiging van die Telefoonregulasies:—

Telefoonregulasie 40.

Onder „(iv) Die Durbanse voorstedelike sentralestelsel.” na „Pinetown.” in „Sone C.” voeg in „Sone E.—Umhlanga Rocks.” met ingang van 20 Januarie 1968.

DEPARTEMENT VAN SPOORWEE EN HAWENS.

R. 89.] [19 Januarie 1968.

Dit het die Waarnemende Staatspresident behaag om kragtens artikel twee-en-dertig van die Wet op Spoorweg- en Hawediens, 1960 (Wet no. 22 van 1960), goedkeuring daaraan te verleen dat die Personeelregulasies van die Suid-Afrikaanse Spoorweë en Hawens, gepubliseer in Goewermenskennisgewing no. R. 1045 van 15 Julie 1960, soos gewysig, soos volg verder gewysig word:

SUID-AFRIKAANSE SPOORWEE.

PERSONEELREGULASIES.

WYSIGINGSLYS.

(Van krag van 17 Augustus 1967.)

Regulasie no. 1 (9) (b) (i).

Vervang die tweede deel van hierdie regulasie deur:

“Die personeelvereniging wat dienare groep B van die S.A.S. verteenwoordig en as ’n vakvereniging onder die naam ‘Suid-Afrikaanse Voetplaat-personeelvereniging’ geregistreer is.”

DEPARTEMENT VAN VERVOER.

No. R. 65.] [19 Januarie 1968.

WYSIGING VAN DIE LASLYNREGULASIES, 1960.

Die Minister van Vervoer het die regulasies in bygaande Bylae vervat, kragtens die bepalings van artikel 356 (1) van die Handelskeepvaartwet, 1951 (Wet No. 57 van 1951), soos gewysig, met ingang van 2 Februarie 1968 gemaak.

DEPARTMENT OF POSTS AND TELEGRAPHS.

No. R. 87.] [19 January 1968.

AMENDMENT OF TELEPHONE REGULATIONS

The Acting State President has been pleased, under the provisions of section 2 (4) and of section 3 of Act No. 44 of 1958 to approve of the following amendment to the Telephone Regulations:—

Telephone Regulation 40.

(a) Under “(i) Witwatersrand Exchange System Zone A:” after “Mayfair,” delete “Mondeor,” with effect from the 15th January, 1968.

(b) Under “(i) Witwatersrand Exchange System” after “Wadeville.” in “Zone F” insert “Zone G: Mondeor.” with effect from the 15th January 1968.

No. R 88.] [19 January 1968.

AMENDMENT OF TELEPHONE REGULATIONS.

The Acting State President has been pleased, under the provisions of section 2 (4) and of section 3 of Act No. 44 of 1958, to approve of the following amendment to the Telephone Regulations:—

Telephone Regulation 40.

Under “(iv) Durban Suburban Exchange System Embracing—” after “Pinetown.” in “Zone C:” insert “Zone E: Umhlanga Rocks.” with effect from the 20th January 1968.

DEPARTMENT OF RAILWAYS AND HARBOURS.

No. 89.] [19 January 1968.

The Acting State President has, in terms of section thirty-two of the Railways and Harbours Service Act, 1960 (Act No. 22 of 1960), been pleased to approve of the South African Railways and Harbours Staff Regulations, published in Government Notice No. R. 1045 of 15th July 1960, as amended, being further amended as follows:

SOUTH AFRICAN RAILWAYS.

STAFF REGULATIONS.

SCHEDULE OF AMENDMENT.

(Operative from 17 August 1967.)

Regulation No. 1 (9) (b) (i).

Substitute the following for the second portion of this regulation:

“Staff Association representing Group “B” S.A.R. Servants, which has been registered as a trades union under the name of ‘Suid-Afrikaanse Voetplaatpersoneelvereniging’;”

DEPARTMENT OF TRANSPORT.

No. R. 65.] [19 January 1968.

AMENDMENT TO THE LOAD LINE REGULATIONS, 1960.

The Minister of Transport has, in terms of section 356 (1) of the Merchant Shipping Act, 1951 (Act No. 57 of 1951), as amended, made the regulations contained in the Schedule hereto, with effect from 2 February 1968.

BYLAE (No. 2).

Die Laslynregulasies, 1960, soos afgekondig by Goewermmentskennisgewing No. R. 119 van 22 Januarie 1960, en soos gewysig,* word verder gewysig deur die Eerste Bylae daarvan deur die nuwe Eerste Bylae, soos hieronder uiteengesit, te vervang:—

EERSTE BYLAE.

(Regulasie 4.)

STANDAARDGELDE.

(Let wel.—, "Ton" in hierdie Bylae beteken bruto registerton.)

(a) Vir geklassifiseerde skepe:—

	Gelde.		
	1.	2.	3.
	Uitreiking van sertifikaat.	Hernuwing van sertifikaat.*	Jaarlikse ondersoek.
	R	R	R
Minder as 50 ton.....	27.50	12.50	12.50
50 ton en minder as 150 ton.....	32.50	12.50	12.50
150 ton en minder as 300 ton.....	50.00	17.50	17.50
300 ton en minder as 500 ton.....	62.50	22.50	22.50
500 ton en minder as 1,000 ton.....	77.50	27.50	27.50
1,000 ton en minder as 1,500 ton.....	97.50	35.00	35.00
1,500 ton en minder as 2,000 ton.....	110.00	37.50	37.50
2,000 ton en minder as 2,500 ton.....	122.50	42.50	42.50
2,500 ton en minder as 3,000 ton.....	135.00	47.50	47.50
3,000 ton en minder as 4,000 ton.....	142.50	50.00	50.00
4,000 ton en minder as 5,000 ton.....	160.00	50.00	50.00
5,000 ton en minder as 6,000 ton.....	172.50	50.00	50.00
6,000 ton en minder as 7,000 ton.....	185.00	52.50	52.50
7,000 ton en minder as 8,000 ton.....	192.50	52.50	52.50
8,000 ton en minder as 9,000 ton.....	200.00	55.00	55.00
9,000 ton en minder as 10,000 ton.....	205.00	60.00	60.00
10,000 ton en meer.....	205.00	60.00	60.00

* Indien ondersoek gelyktydig met 'n klassifikasie-ondersoek geskied.

(b) Vir ongeklassifiseerde skepe:—

	Gelde.		
	4.	5.	6.
	Uitreiking van sertifikaat.	Hernuwing van sertifikaat.	Jaarlikse ondersoek.
	R	R	R
Minder as 50 ton.....	62.50	62.50	10.00
50 ton en minder as 150 ton.....	125.00	125.00	17.50
150 ton en minder as 300 ton.....	167.50	167.50	22.50
300 ton en minder as 500 ton.....	225.00	225.00	30.00
500 ton en minder as 1,000 ton.....	290.00	290.00	40.00
1,000 ton en minder as 1,500 ton.....	375.00	375.00	50.00
1,500 ton en minder as 2,000 ton.....	430.00	430.00	60.00
2,000 ton en minder as 2,500 ton.....	490.00	490.00	60.00
2,500 ton en minder as 3,000 ton.....	547.50	547.50	67.50
3,000 ton en minder as 4,000 ton.....	605.00	605.00	77.50
4,000 ton en minder as 5,000 ton.....	665.00	665.00	77.50
5,000 ton en minder as 6,000 ton.....	725.00	725.00	77.50
6,000 ton en minder as 7,000 ton.....	780.00	780.00	77.50
7,000 ton en minder as 8,000 ton.....	840.00	840.00	77.50
8,000 ton en minder as 9,000 ton.....	900.00	900.00	77.50
9,000 ton en minder as 10,000 ton.....	960.00	960.00	77.50
10,000 ton en meer.....	60.00	60.00	77.50
	vir elke bykomstige 1,000 ton.	vir elke bykomstige 1,000 ton.	

Dienste.

Gelde.

(c) Vir elke jaarlikse ondersoek van 'n skip van meer as 300 ton (geklassifiseer of ongeklassifiseer) wat by een geleentheid voltooi word—

wanneer slegs een besoek nodig is...
wanneer meer as een besoek nodig is...

die standaardgeld in (a) of (b);
die standaardgeld in (a) of (b) plus R20.

- (d) Vir elke jaarlikse ondersoek van 'n skip (geklassifiseer of ongeklassifiseer) wat nie by een geleentheid voltooi word nie
Die standaardgeld in (a) of (b) plus die geld hieronder.
Vir elke gedeeltelike jaarlikse ondersoek van 'n skip van 300 ton of minder..... R20.
Vir 'n skip van meer as 300 ton—
vir elke gedeeltelike jaarlikse ondersoek wat een besoek vereis..... R20.
vir elke gedeeltelike jaarlikse ondersoek wat meer as een besoek vereis..... R37.50.
- (e) Vir die ondersoek van 'n geklassifiseerde skip vir hernuwing van die laslynsertifikaat, wanneer die ondersoek nie gelyktydig met die klassifikasie-ondersoek geskied nie. Die helfte van die toepaslike geld in kol. 1 van (a).
- (f) Vir 'n ondersoek vir die uitreiking of hernuwing van 'n laslynsertifikaat indien die ondersoek gelyktydig met die ondersoek vir 'n veiligheidsertifikaat geskied—
'n geklassifiseerde skip..... geen geld;
'n ongeklassifiseerde skip..... helfte van die geld in kol. 4 of 5 van (b).
- (g) Vir 'n ondersoek vir die uitreiking of hernuwing van 'n laslynsertifikaat wanneer die ondersoek deur 'n opnemer van die Departement van Vervoer gelyktydig met 'n ondersoek vir die uitreiking of hernuwing van 'n vragskipveiligheidskonstruksiesertifikaat uitgevoer word. Die helfte van die toepaslike geld in (a) of (b).
- (h) Vir die jaarlikse laslynondersoek wanneer die ondersoek deur 'n opnemer van die Departement van Vervoer gelyktydig met 'n tussentydse vragskipveiligheidskonstruksie-ondersoek uitgevoer word. Geen geld.
- (i) Vir die jaarlikse laslynondersoek indien die ondersoek gelyktydig met die ondersoek vir 'n veiligheidsertifikaat (geklassifiseerde of ongeklassifiseerde skip) geskied. Geen geld.
- (j) Vir 'n ondersoek, wat nie 'n volle ondersoek is nie, vir 'n verandering van vryboord as gevolg van geringe wysings (geklassifiseerde of ongeklassifiseerde skip). Die geld in kol. 2 van (a).
- (k) In spesiale gevalle, vir 'n gedeeltelike ondersoek en die uitreiking of hernuwing van 'n sertifikaat vir twaalf maande of minder. Die helfte van die toepaslike geld in of kol. 1 of 4 van (a) en (b).
- (l) Vir 'n afskrif van 'n sertifikaat ter goedkeuring van laslyne..... R3.50.
- (m) Vir inligting betreffende die waterdiepgang van 'n skip wat op versoek van die eienaars of huurders van 'n Suid-Afrikaanse hawe af op 'n besondere reis vaar. R10.75.
- Wanneer eienaars of bouers 'n ontwerp van 'n nuwe skip voorlê en 'n voorlopige toekenning van vryboord verlang, moet gelde gelyk aan dié vir die uitreiking van 'n laslynsertifikaat betaal word. Die gelde dek die daaropvolgende amptelike toekenning van vryboord en die uitreiking van 'n laslynsertifikaat.

* By Goewermentskennisgewing No. R. 1322 van 2 September 1960.

SCHEDULE (No. 2).

The Load Line Regulations, 1960, as promulgated by Government Notice No. R. 119 of 22 January 1960, and as amended* are further amended by the substitution for the First Schedule thereto of the new First Schedule as set out hereunder:—

FIRST SCHEDULE.

(Regulation 4.)

STANDARD FEES.

(Note.—In the Schedule "tons" means gross register tons.)

(a) For Classed Ships:—

	Fees.		
	1.	2.	3.
	Issue of certificate.	Renewal of Certificate.*	Annual survey.
	R	R	R
Under 50 tons.....	27.50	12.50	12.50
50 tons and under 150 tons.....	32.50	12.50	12.50
150 tons and under 300 tons.....	50.00	17.50	17.50
300 tons and under 500 tons.....	62.50	22.50	22.50
500 tons and under 1,000 tons.....	77.50	27.50	27.50
1,000 tons and under 1,500 tons.....	97.50	35.00	35.00
1,500 tons and under 2,000 tons.....	110.00	37.50	37.50
2,000 tons and under 2,500 tons.....	122.50	42.50	42.50
2,500 tons and under 3,000 tons.....	135.00	47.50	47.50
3,000 tons and under 4,000 tons.....	142.50	50.00	50.00
4,000 tons and under 5,000 tons.....	160.00	50.00	50.00
5,000 tons and under 6,000 tons.....	172.50	50.00	50.00
6,000 tons and under 7,000 tons.....	185.00	52.50	52.50
7,000 tons and under 8,000 tons.....	192.50	52.50	52.50
8,000 tons and under 9,000 tons.....	200.00	55.00	55.00
9,000 tons and under 10,000 tons.....	205.00	60.00	60.00
10,000 tons and above.....	205.00	60.00	60.00

* If survey is carried out concurrently with Classification Survey.

(b) For unclassified ships:—

	Fees.		
	4.	5.	6.
	Issue of certificate.	Renewal of certificate.	Annual survey.
	R	R	R
Under 50 tons.....	62.50	62.50	10.00
50 tons and under 150 tons.....	125.00	125.00	17.50
150 tons and under 300 tons.....	167.50	167.50	22.50
300 tons and under 500 tons.....	225.00	225.00	30.00
500 tons and under 1,000 tons.....	290.00	290.00	40.00
1,000 tons and under 1,500 tons.....	375.00	375.00	50.00
1,500 tons and under 2,000 tons.....	430.00	430.00	60.00
2,000 tons and under 2,500 tons.....	490.00	490.00	60.00
2,500 tons and under 3,000 tons.....	547.50	547.50	67.50
3,000 tons and under 4,000 tons.....	605.00	605.00	77.50
4,000 tons and under 5,000 tons.....	665.00	665.00	77.50
5,000 tons and under 6,000 tons.....	725.00	725.00	77.50
6,000 tons and under 7,000 tons.....	780.00	780.00	77.50
7,000 tons and under 8,000 tons.....	840.00	840.00	77.50
8,000 tons and under 9,000 tons.....	900.00	900.00	77.50
9,000 tons and under 10,000 tons.....	960.00	960.00	77.50
10,000 tons and above.....	60.00	60.00	77.50
	For every additional 1,000 tons.	For every additional 1,000 tons.	

Services.

- (c) For every annual survey of a ship of over 300 tons (classified or unclassified) which is carried through in one operation—
when only one visit is necessary.....
when more than one visit is necessary.....
- (d) For every annual survey of a ship (classified or unclassified) which is not carried through in one operation:—
For every partial annual survey of a ship of 300 tons or less.....
For a ship of over 300 tons—
for every partial annual survey requiring one visit.....
for every partial annual survey requiring more than one visit.....
- (e) For the survey of a classed ship for renewal of the load line certificate, when the survey is not carried out at the same time as the classification survey
- (f) For the survey for the issue or renewal of a load line certificate if the survey is carried out at the same time as a survey for a safety certificate—
a classed ship.....
an unclassified ship.....
- (g) For the survey for the issue or renewal of a load line certificate if the survey is carried out by a surveyor of the Department of Transport at the same time as a survey for the issue or renewal of a cargo ship safety construction certificate
- (h) For the annual load line survey if the survey is carried out by a surveyor of the Department of Transport at the same time as an intermediate cargo ship safety construction survey
- (i) For the annual load line survey if the survey is carried out at the same time as a survey for a safety certificate (classified or unclassified ship)
- (j) For a survey, not being a full survey, for a change of freeboard consequent upon minor alterations (classified or unclassified ship)
- (k) In special cases, for a partial survey and the issue or renewal of a certificate for twelve months or less
- (l) For a copy of a certificate of approval of load line.....
- (m) For information concerning the draught of water of a ship on her proceeding from a South African port on a particular voyage, at the request of the owners or charterers
- When owners or builders submit a design of a new ship and require a provisional assignment of freeboard, a fee equal to the fee for the issue of a load line certificate must be paid. The fee will cover the subsequent official assignment of freeboard and the issue of a load line certificate.

Fees.

- the standard fee in (a) or (b);
the standard fee in (a) or (b) plus R20.
The standard fee in (a) or (b) plus the fee below.
R20.
R20;
R37.50.
Half the appropriate fee in Col. 1 of (a).
No fee;
Half the fee in Col. 4 or 5 of (b).
Half the appropriate fee in (a) or (b).
No fee.
No fee.
The fee in Col. 2 of (a).
One half of the appropriate fee in either Col. 1 or 4 of (a) and (b).
R3.50.
R10.75.

* By Government Notice No. R. 1322 of 2 September 1960.

No. R. 66.]

[19 Januarie 1968.

DIE GELDEREGULASIES VIR SEKERE
OPNEMINGSGDIENSTE, 1968.

Die Minister van Vervoer het, kragtens die bepalings van artikel 356 (1) van die Handelskeepvaartwet, 1951 (Wet No. 57 van 1951), soos gewysig, die Gelderegulasies vir sekere Opnemingsdienste, 1961, soos afgekondig by

No. R. 66.]

[19 January 1968.

THE FEES REGULATIONS FOR CERTAIN
SURVEY SERVICES, 1968.

The Minister of Transport has, under the provisions of section 356 (1) of the Merchant Shipping Act, 1951 (Act No. 57 of 1951), as amended, repealed the Fees Regulations for Certain Survey Services, 1961, promulgated by

Goewermentskennisgewing No. R. 226 van 10 Februarie 1961 en gewysig by Goewermentskennisgewing No. R. 691 van 22 September 1961, herroep, en het kragtens genoemde artikel die regulasies in bygaande Bylae vervat, uitgevaardig, met ingang in beide gevalle, vanaf 13 Maart 1968.

DIE BYLAE. INHOUDSOPGAWE.

1. Opskrif van hierdie regulasies.
2. Woordbetekenis.
3. Toepassing van hierdie regulasies.
4. Deur wie gelde betaal moet word.
5. Wanneer gelde betaal moet word.
6. Aan wie gelde betaal moet word.
7. Uitreiking van sertifikate.
8. Opneming van 'n passasierskip vir 'n veiligheidssertifikaat.
9. Opneming van 'n ander skip as 'n passasierskip vir 'n vragskipveiligheidskonstruksiesertifikaat.
10. Opneming van 'n ander skip as 'n passasierskip vir 'n vragskipveiligheidsuitrustingsertifikaat.
11. Opneming van 'n ander vaartuig as 'n passasierskip vir 'n plaaslike veiligheidssertifikaat.
12. Opneming van 'n skip in droogdok.
13. Inspeksie van die radio-installasie op 'n skip en die uitreiking van 'n veiligheidssertifikaat.
14. Inspeksie van reddingstoestelle.
15. Inspeksie van brandtoestelle.
16. Inspeksie van 'n plofstofmagasyn, stuwings van plofstowwe, en afdelings vir die stuwings van plofstowwe en ander gevaarlike goedere.
17. Inspeksie van akkommodasie vir bemanning.
18. Graanvragte.
19. Opneming van onseewaardige skepe.
20. Gedeeltelike inspeksies, afgesien van enige van die ander bepalinge van hierdie regulasies.

1. Opskrif van Hierdie Regulasies.

Hierdie regulasies word genoem die Gelderegulasies vir sekere Opnemingsdienste, 1968.

2. Woordbetekenis.*

In hierdie regulasies beteken die uitdrukking „die Wet” die Handelskeepvaartwet, 1951 (Wet No. 57 van 1951), en tensy die samehang anders aandui, het enige uitdrukking wat in hierdie regulasies gebruik word en waarvoor in die Wet 'n betekenis aangegee is, die aldus aangegewe betekenis, en beteken—

„radio-installasie” 'n radiotelegraafinstallasie of 'n radiotelefooninstallasie;

„veiligheidssertifikaat” 'n passasierskipveiligheidssertifikaat, 'n vragskipveiligheidskonstruksiesertifikaat, 'n vragskipveiligheidsuitrustingsertifikaat, 'n vragskipveiligheidsradiotelegrafiesertifikaat, 'n vragskipveiligheidsradiotelefoniesertifikaat, 'n vrystellingsertifikaat, 'n plaaslike algemene veiligheidssertifikaat of 'n plaaslike veiligheidsvrystellingsertifikaat; en

„ton” bruto registerton en in die geval van 'n skip met dubbel tonnemaat, die hoogste tonnemaat.

* Vir die toepassing van hierdie regulasies het die Minister die volgende beamptes as „bevoegde beamptes” in die Republiek aangewys:—
Te Kaapstad, Durban, Port Elizabeth, Walvisbaai en Saldanhabaai: Die Eerste Beampte van die Marineafdeling.

Te Oos-Londen, Mosselbaai, Port Nolloth en Luderitz: Die Koopvaardymeester.

Government Notice No. R. 226 dated 10 February 1961, as amended by Government Notice No. R. 691 dated 22 September 1961, and has, in terms of the said section made the regulations contained in the Schedule hereto with effect in each case from 13 March 1968.

SCHEDULE.

ARRANGEMENT OF REGULATIONS.

1. Title of these regulations.
2. Interpretation.
3. Application of these regulations.
4. By whom fees shall be paid.
5. When fees shall be paid.
6. To whom fees shall be paid.
7. Issue of certificates.
8. Survey of a passenger ship for a safety certificate.
9. Survey of a ship other than a passenger ship for a cargo ship safety construction certificate.
10. Survey of a ship other than a passenger ship for a cargo ship safety equipment certificate.
11. Survey of a vessel other than a passenger ship for a local safety certificate.
12. Survey of a ship in dry dock.
13. Inspection of the radio installation in a ship and the issue of a safety certificate.
14. Inspection of life-saving appliances.
15. Inspection of fire appliances.
16. Inspection of an explosives magazine, stowage of explosives, and compartments for the stowage of explosives and other dangerous goods.
17. Inspection of crew accommodation.
18. Grain cargoes.
19. Survey of unseaworthy ships.
20. Partial inspections apart from any of the other provisions of these regulations.

1. Title of These Regulations.

The regulations are called the Fees Regulations for Certain Survey Services, 1968.

2. Interpretation.*

In these regulations the expression “the Act” means the Merchant Shipping Act, 1951 (Act No. 57 of 1951), and unless the context otherwise indicates, any expression used in these regulations to which a meaning has been assigned in the Act, bears the meaning so assigned, and—

“radio installation” means a radiotelegraph installation or a radiotelephone installation;

“safety certificate” means a passenger ship safety certificate, a cargo ship safety construction certificate, a cargo ship safety equipment certificate, a cargo ship safety radiotelegraphy certificate, a cargo ship safety radiotelephony certificate, an exemption certificate, a local general safety certificate or a local safety exemption certificate; and

“tons” means gross register tons and in the case of a ship with dual tonnages, the higher tonnage.

* For the purposes of these regulations, the Minister has designated the following officers as “proper officers” in the Republic:—

At Cape Town, Durban, Port Elizabeth, Walvis Bay and Saldanha Bay: The Principal Officer of the Marine Division.

At East London, Mossel Bay, Port Nolloth and Luderitz: The Shipping Master.

3. Application of These Regulations.

These regulations apply to an inspection, survey, issue of certificate or other function performed by a surveyor or other officer in the service of the Government of the Republic.

4. By Whom Fees shall be Paid.

The prescribed fee shall be paid by the owner for the inspection or survey of the vessel or part of the vessel and in any other case by the applicant.

5. When Fees shall be Paid.

The appropriate fee shall be paid before or after the inspection or survey is completed as may be decided by the proper officer. No certificate mentioned in these regulations shall be issued unless the prescribed fee has been paid.

6. To Whom Fees shall be Paid.

The fees shall be paid to the proper officer. Upon payment being made, a receipt for the amount paid shall be issued to the payee by the proper officer.

7. Issue of Certificates.

(1) Subject to the provisions of subregulation (2) and regulation 13, the fees prescribed in these regulations cover the issue of the certificate or other document mentioned in the respective regulations.

(2) The fee of R3 shall be paid for the issue of a safety certificate on the strength of a survey conducted otherwise than by an officer in the service of the Government of the Republic.

(3) When a certificate or other document is issued in duplicate, no fee for the duplicate shall be charged.

(4) The fee for a copy of a certificate or other document shall be—

(a) for a copy of a safety certificate..... R3.00; or
(b) for a copy of any other certificate or other document R2.00:

Provided that no fee shall be charged for any such copy which is furnished to a consular or diplomatic representative of the country to which the ship belongs.

8. Survey of a Passenger Ship for a Safety Certificate.

(1) The appropriate fee set forth hereunder shall be paid for the survey of a passenger ship for a passenger ship safety certificate with or without an exemption certificate or a local general safety certificate with or without a local safety exemption certificate:—

(a) Where the period of validity of the certificate is 12 months—

<i>Tonnage of ship.</i>	<i>Fee.</i>
(i) 50 tons or under, if the ship is fit to carry not more than 36 passengers	R27.00;
(ii) 50 tons or under, if the ship is fit to carry more than 36 passengers	R40.00;
(iii) over 50 tons up to 100 tons..	R75.00;
(iv) over 100 tons up to 300 tons..	R112.00;
(v) over 300 tons up to 600 tons...	R140.00;

<i>Tonnemaat van skip.</i>	<i>Gelde.</i>
(vi) meer as 600 ton, tot en met 21,000 ton	R140.00 plus R27.00 vir elke 300 ton of deel daarvan bo 600 ton;
(vii) meer as 21,000 ton, tot en met 39,000 ton	R2,010.00 plus R20.00 vir elke 300 ton of deel daarvan bo 21,000 ton;
(viii) meer as 39,000 ton.....	R3,210.00 plus R10.00 vir elke 300 ton of deel daarvan bo 39,000 ton.
(b) Waar die geldigheidstydperk van die sertifikaat minder as 12 maande is	Een twaalfde van die gelde bereken ooreenkomstig paragraaf (a) vir elke maand of deel van 'n maand, onderworpe aan 'n minimum van een kwart van die gelde bereken ooreenkomstig paragraaf (a), dog nie minder nie as R13.00 vir 'n skip soos bedoel in paragraaf (a) (i) of R20.00 vir 'n skip soos bedoel in paragraaf (a) (ii) of R40.00 vir 'n skip soos bedoel in paragraaf (a) (iii) of R60.00 vir enige ander skip.

(2) Die gelde in subregulasie (1) voorgeskryf, dek enige aantal besoeke wat die opnemer genoodsaak mag wees om aan die skip te bring voordat hy sy verslag opstel, en dek die opneming van alle dele van die skip, met inbegrip van die romp in droogdok, indien dit samevallend geskied, met uitsondering van die radio-installasie.

(3) In enige geval waar die geldigheid van 'n veiligheidssertifikaat op grond van 'n opnemer se verslag beperk is, weens besondere redes wat een of meer verdere opnemings binne die volgende 12 maande noodsaaklik maak, mag die totale gelde wat vir opnemings vir 'n veiligheidssertifikaat ten opsigte van die tydperk van 12 agtereenvolgende maande betaal word, nie die gelde vir opnemings vir 'n veiligheidssertifikaat vir 12 maande te bowe gaan nie.

(4) Die gelde vir die opneming van 'n skip vir 'n veiligheidssertifikaat dek, geheel of gedeeltelik, die gelde vir die opneming van 'n skip vir laslyn, indien die twee opnemings saamval. Die gelde dek egter nie die inspeksie van akkommodasie vir bemanning of die opmeting vir tonnemaat nie.

(5) Onderstaande gelde is betaalbaar vir die uitreiking van 'n nuwe veiligheidssertifikaat om 'n bestaande veiligheidssertifikaat van dieselfde soorte te vervang:—

	<i>R</i>
(a) om die grense te verlaë of bykomstige grense aan te dui waarbinne die skip mag vaar	20.00;
(b) om die getal passasiers wat die skip mag vervoer te verminder	20.00; of
(c) om die getal passasiers wat die skip mag vervoer te verhoog—	
	<i>R</i>
(i) vir die eerste 200, of deel daarvan, ekstra passasiers	20.00;
(ii) vir elke bykomstige 200, of deel daarvan, ekstra passasiers	15.00.

9. Opneming van 'n ander Skip as 'n Passasierskip vir 'n Vragskipveiligheidskonstruksiesertifikaat.

(1) Die betrokke gelde, ooreenkomstig onderstaande tabel bereken, moet betaal word vir die opneming van 'n ander skip as 'n passasierskip vir 'n vragskipveiligheidskonstruksiesertifikaat met of sonder 'n vrystellingsertifikaat:—

<i>Tonnage of ship.</i>	<i>Fee.</i>
(vi) over 600 tons up to 21,000 tons	R140.00 plus R27.00 for each 300 tons or part thereof above 600 tons;
(vii) over 21,000 tons up to 39,000 tons	R2,010.00 plus R20.00 for each 300 tons or part thereof above 21,000 tons;
(viii) over 39,000 tons.....	R3,210.00 plus R10.00 for each 300 tons or part thereof above 39,000 tons.

(b) Where the period of validity of the certificate is less than 12 months One twelfth of the fee calculated in accordance with paragraph (a) for each month or part of a month, subject to a minimum of one quarter of the fee calculated in accordance with paragraph (a), but not less than R13.00 for a ship referred to in paragraph (a) (i) or R20.00 for a ship referred to in paragraph (a) (ii) or R40.00 for a ship referred to in paragraph (a) (iii) or R60.00 for any other ship.

(2) The fees prescribed in subregulation (1) cover any number of visits which the surveyor may have to make to the ship before drawing up his report and cover the survey of all parts of the ship including the hull in dry dock if carried out concurrently, with the exception of the radio installation.

(3) In any case in which the validity of a safety certificate has been limited as a result of a surveyor's report, owing to special reasons rendering one or more further surveys necessary within the ensuing 12 months, the total fee paid for surveys for a safety certificate covering the period of 12 consecutive months shall not exceed the fee payable for surveys for a 12 month's safety certificate.

(4) The fee for the survey of a ship for a safety certificate covers, in whole or in part, the fee for the survey of a ship for load line if the two surveys are carried out concurrently. The fee does not, however, cover the inspection of crew accommodation or the measurement for tonnage.

(5) The following fee shall be paid for the issue of a new safety certificate in substitution of an existing safety certificate of the same kind:—

(a) changing the limits or giving additional limits within which the ship may ply	R20.00;
(b) decreasing the number of passengers the ship may carry	R20.00; or
(c) increasing the number of passengers which the ship may carry—	
(i) for the first 200 or fraction thereof extra passengers	R20.00;
(ii) for every additional 200 or fraction thereof extra passengers	R15.00.

9. Survey of a Ship Other than a Passenger Ship for a Cargo Ship Safety Construction Certificate.

(1) The appropriate fee calculated in accordance with the following table shall be paid for the survey of a ship other than a passenger ship for a cargo ship safety construction certificate with or without an exemption certificate:—

TABEL.

Tonnemaat van skip.	(a) Opneming vir eerste uitreiking van sertifikaat.	(b) Opneming vir hernuwing van sertifikaat.	(c) Tussentydse opneming gedurende geldigheidsydperk van sertifikaat.
	R	R	R
(i) 500 ton of meer, dog minder as 1,000 ton	1,280.00	220.00	50.00
(ii) 1,000 ton of meer, dog minder as 1,500 ton	2,310.00	296.00	70.00
(iii) 1,500 ton of meer, dog minder as 2,000 ton	3,040.00	376.00	90.00
(iv) 2,000 ton of meer, dog minder as 2,500 ton	3,780.00	460.00	110.00
(v) 2,500 ton of meer, dog minder as 3,000 ton	4,510.00	500.00	120.00
(vi) 3,000 ton of meer, dog minder as 4,000 ton	5,250.00	540.00	130.00
(vii) 4,000 ton of meer, dog minder as 5,000 ton	6,040.00	570.00	140.00
(viii) 5,000 ton of meer, dog minder as 6,000 ton	6,820.00	610.00	150.00
(ix) 6,000 ton of meer, dog minder as 7,000 ton	7,610.00	660.00	160.00
(x) 7,000 ton of meer, dog minder as 8,000 ton	8,400.00	690.00	170.00
(xi) 8,000 ton of meer, dog minder as 9,000 ton	9,190.00	720.00	180.00
(xii) 9,000 ton of meer, dog minder as 10,000 ton	9,970.00	750.00	190.00
(xiii) 10,000 ton of meer, dog minder as 16,000 ton	R10,760.00 plus R780.00 vir elke 1,000 ton of deel daarvan bokant 10,999 ton. R15,440.00 plus R530.00 vir elke 1,000 ton of deel daarvan bokant 16,999 ton.	R780.00 plus R20.00 vir elke 1,000 ton of deel daarvan bokant 10,999 ton. R900.00 plus R20.00 vir elke 1,000 ton of deel daarvan bokant 16,999 ton, tot en met 20,000 ton, en R40.00 vir elke 5,000 ton of deel daarvan bokant 20,000 ton.	R200.00 plus R6.00 vir elke 1,000 ton of deel daarvan bokant 10,999 ton. R236.00 plus R6.00 vir elke 1,000 ton of deel daarvan bokant 16,999 ton, tot en met 20,000 ton, en R13.00 vir elke 5,000 ton of deel daarvan bokant 20,000 ton.
(xiv) 16,000 ton of meer.....			

TABLE.

Tonnage of ship.	(a) Survey for first issue of certificate.	(b) Survey for renewal of certificate.	(c) Intermediate survey during period of validity of certificate.
	R	R	R
(i) 500 tons or over but under 1,000 tons	1,280.00	220.00	50.00
(ii) 1,000 tons or over but under 1,500 tons	2,310.00	296.00	70.00
(iii) 1,500 tons or over but under 2,000 tons	3,040.00	376.00	90.00
(iv) 2,000 tons or over but under 2,500 tons	3,780.00	460.00	110.00
(v) 2,500 tons or over but under 3,000 tons	4,510.00	500.00	120.00
(vi) 3,000 tons or over but under 4,000 tons	5,250.00	540.00	130.00
(vii) 4,000 tons or over but under 5,000 tons	6,040.00	570.00	140.00
(viii) 5,000 tons or over but under 6,000 tons	6,820.00	610.00	150.00
(ix) 6,000 tons or over but under 7,000 tons	7,610.00	660.00	160.00
(x) 7,000 tons or over but under 8,000 tons	8,400.00	690.00	170.00
(xi) 8,000 tons or over but under 9,000 tons	9,190.00	720.00	180.00
(xii) 9,000 tons or over but under 10,000 tons	9,970.00	750.00	190.00
(xiii) 10,000 tons or over but under 16,000 tons	R10,760.00 plus R780.00 for each 1,000 tons or part thereof over 10,999 tons. R15,440.00 plus R530.00 for each 1,000 tons or part thereof over 16,999 tons.	R780.00 plus R20.00 for each 1,000 tons or part thereof over 10,999 tons. R900.00 plus R20.00 for each 1,000 tons or part thereof over 16,999 tons up to 20,000 tons and R40.00 for each 5,000 tons or part thereof over 20,000 tons.	R200.00 plus R6.00 for each 1,000 tons or part thereof over 10,999 tons. R236.00 plus R6.00 for each 1,000 tons or part thereof over 16,999 tons up to 20,000 tons and R13.00 for each 5,000 tons or part thereof over 20,000 tons.
(xiv) 16,000 tons or over.....			

(2) Waar 'n opnemer gelytkdig met 'n opneming vir die doel van klassifikasie, ook 'n opneming vir die uitreiking of hernuwing van 'n vragskipveiligheidskonstruksiesertifikaat of 'n tussentydse opneming uitvoer, is geen gelde ingevolge subregulasie (1) betaalbaar nie.

(3) Waar 'n opnemer 'n opneming vir die uitreiking van 'n vragskipveiligheidskonstruksiesertifikaat uitvoer op 'n skip waarvan die kiel voor 26 Mei 1965 gelê is, is die gelde wat vir sodanige opneming betaalbaar is vier keer die betrokke bedrag soos in kolom (b) van die tabel in subregulasie (1) uiteengesit.

(4) Waar 'n opneming voor die hernuwing van 'n vragskipveiligheidskonstruksiesertifikaat of 'n tussentydse opneming deur 'n opnemer uitgevoer word, en sodanige opneming nie met 'n enkele operasie afgehandel word nie, dog by wyse van twee of meer gedeeltelike opnemings geskied, moet onderstaande gelde betaal word, bo en behalwe die betrokke gelde soos in kolom (b) of (c), na gelang van die geval, van die tabel in subregulasie (1) uiteengesit—

(a) R40.00 vir elke gedeeltelike opneming; en

(b) R40.00 vir elke addisionele besoek indien die opnemer meer as een besoek aan die skip bring vir die doel van sodanige gedeeltelike opneming.

(5) Waar die geldigheidstydperk van die sertifikaat minder as 5 jaar is, kan die betaling van 'n bedrag wat minder is as dié wat in subregulasie (1) voorgeskryf maar wat proporsioneel is met die hoeveelheid werk wat daarby betrokke is, toegelaat word: Met dien verstande dat sodanige bedrag nie minder as R200.00 mag bedra nie.

10. Opneming van 'n Ander Skip as 'n Passasierskip vir 'n Vragskipveiligheidsuitrustingsertifikaat.

(1) Die betrokke gelde, ooreenkomstig onderstaande tabel bereken, moet betaal word vir die opneming van 'n ander skip as 'n passasierskip vir 'n vragskipveiligheidsuitrustingsertifikaat, met of sonder 'n vrystellingsertifikaat, en 'n rekord van veiligheidsuitrusting:—

TABEL.

Tonnemaat van skip.	Gelde.
	R
(i) Tot en met 1,600 ton.....	30.00
(ii) meer as 1,600 ton, tot en met 3,000 ton.....	40.00
(iii) meer as 3,000 ton.....	60.00

(2) Die gelde soos in subregulasie (1) voorgeskryf, dek enige aantal besoeke wat die opnemer genoodsaak mag wees om aan die skip te bring voordat hy sy verslag opstel, en dek die opneming van alle dele van die skip wat betrekking het op die uitreiking van die veiligheidsertifikaat in subregulasie (1) vermeld, met uitsondering van die radio-installasie.

11. Opneming van 'n ander Vaartuig as 'n Passasierskip vir 'n Plaaslike Veiligheidsertifikaat.

(1) Die betrokke gelde soos hieronder uiteengesit, moet betaal word vir die opneming van 'n ander vaartuig as 'n passasierskip vir 'n plaaslike algemene veiligheidsertifikaat, met of sonder 'n plaaslike veiligheidsvrystellingsertifikaat en 'n rekord van veiligheidsuitrusting, indien daar is—

R

(a) roei- of seilboot.....	3.00;
(b) meganies aangedrewe vaartuig van minder as 25 ton	6.00;
(c) vaartuig van 25 ton of meer, tot en met 100 ton....	9.00;
(d) vaartuig van meer as 100 ton, tot en met 500 ton..	21.00;
(e) vaartuig van meer as 500 ton, tot en met 1,600 ton..	30.00;
(f) vaartuig van meer as 1,600 ton, tot en met 3,000 ton	40.00;
(g) vaartuig van meer as 3,000 ton.....	60.00.

(2) Where a surveyor carries out concurrently with a survey for classification purposes a survey for the issue or renewal of a cargo ship safety construction certificate or an intermediate survey, no fee shall be payable under subregulation (1).

(3) Where a surveyor carries out a survey for the issue of a cargo ship safety construction certificate on a ship the keel of which was laid before 26 May 1965, the fee payable on such survey shall be 4 times the appropriate amount set forth in column (b) of the table in subregulation (1).

(4) Where a surveyor carries out a survey before the renewal of a cargo ship safety construction certificate or an intermediate survey and such survey is not completed in 1 operation but is effected by 2 or more partial surveys, the following fees shall be paid in addition to the appropriate fee set forth in column (b) or (c) as the case may be of the table in subregulation (1):—

(a) R40 for every partial survey; and

(b) R40 for every additional visit when more than 1 visit is made to the ship by the surveyor for the purposes of such partial survey.

(5) Where the period of validity of the certificate is less than 5 years, the payment of a fee which is less than the fee prescribed in subregulation (1) but which is proportionate to the amount of work involved, may be allowed: Provided that such fee shall not be less than R200.

10. Survey of a Ship Other than a Passenger Ship for a Cargo Ship Safety Equipment Certificate.

(1) The appropriate fee calculated in accordance with the following table shall be paid for the survey of a ship other than a passenger ship for a cargo ship safety equipment certificate with or without an exemption certificate and a record of safety equipment:—

TABEL.

Tonnage of ship.	Fee.
(i) up to 1,600 tons.....	30.00;
(ii) over 1,600 tons up to 3,000 tons.....	40.00;
(iii) over 3,000 tons.....	60.00.

(2) The fees prescribed in subregulation (1) cover any number of visits which the surveyor may have to make to the ship before drawing up his report and cover the survey of all parts of the ship relating to the issue of the safety certificates mentioned in subregulation (1) with the exception of the radio installation.

11. Survey of a Vessel Other than a Passenger Ship for a Local Safety Certificate.

(1) The appropriate fee set forth hereunder shall be paid for the survey of a vessel other than a passenger ship for a local general safety certificate with or without a local safety exemption certificate and a record of safety equipment if any—

R

(a) rowing or sailing boat.....	3.00;
(b) mechanically propelled vessel of less than 25 tons...	6.00;
(c) vessel of 25 tons or over up to 100 tons.....	9.00;
(d) vessel of over 100 tons up to 500 tons.....	21.00;
(e) vessel of over 500 tons up to 1,600 tons.....	30.00;
(f) vessel of over 1,600 tons up to 3,000 tons.....	40.00;
(g) vessel of over 3,000 tons.....	60.00;

(2) Die gelde soos in subregulasie (1) voorgeskryf, dek enige aantal besoeke wat die opniemer genoodsaak mag wees om aan die vaartuig te bring voordat hy sy verslag opstel, en dek die opneming van alle dele van die vaartuig, met inbegrip van die romp in droogdok indien dit samevallend geskied, wat betrekking het op die uitreiking van die veiligheidsertifikate in subregulasie (1) vermeld, met uitsondering van die radio-installasie.

12. Opneming van 'n Skip in Droogdok.

Die betrokke gelde soos hieronder uiteengesit moet betaal word vir die opneming van die romp in droogdok en die uitreiking van 'n droogdoksertifikaat:—

Tonnemaat van skip.	Gelde. R
(a) 10,000 ton of minder.....	20.00;
(b) meer as 10,000 ton.....	27.00.

Met dien verstande dat in die geval van 'n vaartuig van 100 ton of minder, die gelde nie die bedrag soos in regulasie 11 (1) (a), (b) of (c) voorgeskryf, te bowe mag gaan nie.

13. Inspeksie van die Radio-installasie op 'n Skip en die Uitreiking van 'n Veiligheidsertifikaat.

(1) Die betrokke gelde soos hieronder uiteengesit moet vir die inspeksie van die radio-installasie op 'n skip betaal word:—

	R
(a) nie meer as 1,600 ton nie.....	15.00;
(b) meer as 1,600 ton.....	30.00.

(2) 'n Bedrag van R3 moet betaal word vir die uitreiking van 'n vragskipveiligheidsradiotelegrafiesertifikaat of 'n vragskipveiligheidsradiotelefoniesertifikaat, in elke geval met of sonder 'n vrystellingsertifikaat.

(3) 'n Bedrag van R7 moet betaal word vir die uitreiking van 'n algehele vrystellingsertifikaat.

14. Inspeksie van Reddingstoestelle.

(1) Die betrokke gelde soos hieronder uiteengesit, moet betaal word vir die inspeksie tydens konstruksie, vir die sertifisering of hersertifisering van 'n boot of drywende toestel, en die uitreiking van 'n inspeksieverslag—

	R
(a) 'n boot, wat nie 'n motorboot is nie, 20 voet lank of korter.....	5.00;
(b) 'n boot, wat nie 'n motorboot is nie, meer as 20 voet lank, gesertifiseer om tot 60 persone te vervoer.....	9.00;
(c) 'n boot, wat nie 'n motorboot is nie, wat gesertifiseer is om meer as 60 persone, tot en met 85 persone, te vervoer.....	14.00;
(d) 'n boot, wat nie 'n motorboot is nie, wat gesertifiseer is om meer as 85 persone te vervoer.....	18.00;
(e) 'n motorboot van enige grootte.....	24.00;
(f) drywende toestelle.....	1.00
	per eenheid
Minimum bedrag per besoek.....	10.00.

(2) 'n Bedrag van 50 sent per dosyn reddingsbuis moet betaal word vir die inspeksie en stempeling van reddingsbuis by die fabriek van die vervaardiger, behoudens 'n minimum bedrag van R4 vir elke besoek aan sodanige fabriek.

(3) Die betrokke gelde soos hieronder uiteengesit, moet betaal word vir die ondersoek van die ontwerp van 'n reddingstoestel, inspeksie van die eerste toestel wat volgens sodanige ontwerp vervaardig is, en indien verlang, die uitreiking van 'n toetsertifikaat—

(a) drywende toestel.....	48.00;
(b) reddingsboei.....	18.00;
(c) reddingsboei van 'n besondere tipe of substituu daarvoor.....	27.00;
(d) reddingsbuis van 'n besondere tipe.....	18.00;
(e) lynwerptoeestel.....	48.00;
(f) pirotegniese noodsein.....	18.00;
(g) reddingsvlot.....	48.00.

(2) The fees prescribed in subregulation (1) cover any number of visits which the surveyor may have to make to the vessel before drawing up his report and cover the survey of all parts of the vessel, including the hull in dry dock if carried out concurrently, relating to the issue of the safety certificates mentioned in subregulation (1) with the exception of the radio installation.

12. Survey of a Ship in Dry Dock.

The appropriate fee set forth hereunder shall be paid for the survey of the hull in dry dock and the issue of a dry docking certificate:—

Tonnage of ship.	Fee. R
(a) 10,000 tons or under.....	20.00;
(b) over 10,000 tons.....	27.00.

Provided that in the case of a vessel of 100 tons or less, the fee shall not exceed that prescribed in regulation 11 (1) (a), (b) or (c).

13. Inspection of the Radio Installation in a Ship and the Issue of a Safety Certificate.

(1) The appropriate fee set forth hereunder shall be paid for the inspection of the radio installation in a ship—

	R
(a) not exceeding 1,600 tons.....	15.00;
(b) exceeding 1,600 tons.....	30.00.

(2) A fee of R3 shall be paid for the issue of a cargo ship safety radiotelegraphy certificate or a cargo ship safety radiotelephony certificate with or without an exemption certificate in each case.

(3) A fee of R7 shall be paid for the issue of a total exemption certificate.

14. Inspection of Live-saving Appliances.

(1) The appropriate fee set forth hereunder shall be paid for the inspection during construction, for certification or re-certification of a boat or buoyant apparatus, and the issue of a report of inspection—

	R
(a) boat, other than a motor boat, of 20 feet in length or less.....	5.00;
(b) boat, other than a motor boat, of over 20 feet in length certified to carry up to 60 persons.....	9.00;
(c) boat, other than a motor boat, certified to carry more than 60 persons up to 85 persons.....	14.00;
(d) boat, other than a motor boat, certified to carry more than 85 persons.....	18.00;
(e) motor boat of any size.....	24.00;
(f) buoyant apparatus.....	1.00
	per unit.
Minimum fee per visit.....	10.00.

(2) The fee of 50 cents per dozen lifejackets shall be paid for the inspection and stamping of lifejackets at the maker's works subject to a minimum fee of R4 for each visit to such works.

(3) The appropriate fee set forth hereunder shall be paid for the examination of the design of a life-saving appliance, the inspection of the first appliance made to the design and, if required, the issue of a certificate of test—

	R
(a) buoyant apparatus.....	48.00;
(b) lifebuoy light.....	18.00;
(c) lifebuoy of a special type or substitute therefor.....	27.00;
(d) lifejacket of a special type.....	18.00;
(e) line-throwing appliance.....	48.00;
(f) pyrotechnic distress signal.....	18.00;
(g) liferaft.....	48.00.

(4) Vir die toepassing van subregulasie (1), beteken die uitdrukking „boot” ’n reddingsboot of enige ander boot van ’n skip wat vir gebruik as reddingstoestel bedoel is.

15. Inspeksie van Brandtoestelle.

Die betrokke gelde soos hieronder uiteengesit, moet betaal word vir die inspeksie en toetsing van brandblussers, brandopsporingapparaat, rookhelms en asemhaalapparaat, brandpompeenhede, sproeikoppe en soortgelyke toestelle:—

(a) inspeksie en bywoning van toetse van ’n prototipe of ’n toestel wat na wysiging opnuut voorgelê word—

	R
vir die eerste besoek.....	18.00;
vir elke daaropvolgende besoek.....	14.00.

(b) inspeksie van planne vir ’n toestel waarvan die prototipe deur die Departement van Vervoer namens die vervaardiger getoets en goedgekeur is, en wat ter goedkeuring van produksie van die toestel onder ’n handelsnaam voorgelê word: R14.

16. Inspeksie van ’n Plofstofmagasyn, Stuwng van Plofstowwe, en Afdelings vir die Stuwng van Plofstowwe en ander Gevaarlike Goedere.

’n Bedrag van R9 moet betaal word vir die inspeksie van—

- ’n plofstofmagasyn;
- die stuwng van plofstowwe; of
- afdelings vir hul geskiktheid vir die stuwng van plofstowwe of ander gevaarlike goedere; en die uitreiking van ’n inspeksiesertifikaat.

17. Inspeksie van Akkommodasie vir Bemanning.

(1) Behoudens die bepalinge van subregulasie (2) is ’n bedrag van R9 betaalbaar vir elke besoek aan ’n skip vir die inspeksie van die akkommodasie vir die bemanning op sodanige skip, met dien verstande dat die betrokke gelde R36 nie te bowe mag gaan nie.

(2) Geen gelde word gevorder vir die inspeksie van akkommodasie vir die bemanning nie, indien sodanige inspeksie saamval met ’n opneming vir tonnemaatmeting of ’n opneming vir seewaardigheid voor herregistrasie, of indien dit op grond van ongeregtigde klagte deur lede van die skeepsbemanning plaasvind.

18. Graanvragte.

Die betrokke gelde soos hieronder uiteengesit moet vir die volgende dienste betaal word:—

(a) ondersoek van ’n ladingsplan vir ’n graanvrag—

	R
(i) vir ’n spesiaal geskikte skip of ’n skip met graantoebehore	97.00;
(ii) vir ’n skip sonder toebehore, wat nie ’n spesiaal geskikte skip is nie	50.00;
(iii) vir ’n susterskip met inrigtings vir die vervoer van graan wat dieselfde is as die inrigtings in ’n skip soos in subparagraaf (i) of (ii) bedoel	20.00;
(b) ondersoek en sertifisering van ’n afskrif van ’n latere ladingsplan wat op die oorspronklike plan volg	20.00;
(c) ondersoek van ’n wysiging van ’n ladingsplan.....	20.00;
(d) inspeksie op ’n skip van enige verandering van die ordening van toebehore vir die vervoer van ’n vrag graan wat ’n wysiging van die ladingsplan noodsaaklik maak	9.00;
(e) inspeksie van elke ruim in ’n skip, met inbegrip van die tussendeckruimtes voor ’n vrag graan gelaai word en die uitreiking van ’n geskikheidsertifikaat	5.00;
(f) inspeksie van elke ruim in ’n skip, met inbegrip van die tussendeckruimtes, gedurende en na die lading van ’n vrag graan, en die uitreiking van ’n graanlaaisertifikaat	5.00.

19. Opneming van Onseewaardige Skepe.

(1) Wanneer ’n skip geïnspekteer word en daar bevind word dat dit te swaar belaa, of nie behoorlik gelaai is nie, of onvoldoende beman is, of dat die uitrusting, romp

(4) For the purposes of subregulation (1), the expression “boat” means a lifeboat or any other boat carried in a ship and which is intended to be used as a life-saving appliance.

15. Inspection of Fire Appliances.

The appropriate fee set forth hereunder shall be paid for the inspection and testing of fire extinguishers, fire detecting apparatus, smoke helmets and breathing apparatus, fire pumping units, spray nozzles and similar appliances—

(a) inspection and witnessing tests of a prototype or where resubmitted after alteration—

	R
for the first visit.....	18.00;
for each subsequent visit.....	14.00;

(b) inspection of plans for an appliance of which the prototype has been tested and approved by the Department of Transport on behalf of the manufacturer, which are submitted for approval of production of the appliance under a trade name: R14.

16. Inspection of an Explosives Magazine, Stowage of Explosives, and Compartments for the Stowage of Explosives and Other Dangerous Goods.

The fee of R9 shall be paid for the inspection of—

- an explosives magazine;
- the stowage of explosives; or
- compartments for suitability for the stowage of explosives or other dangerous goods, and the issue of a certificate of inspection.

17. Inspection of Crew Accommodation.

(1) Subject to the provisions of subregulation (2), the fee of R9 shall be paid for each visit to a ship for the inspection of the crew accommodation therein, subject to a maximum fee of R36.

(2) No fee shall be charged for the inspection of crew accommodation if such inspection is undertaken at the same time as a survey for tonnage measurement or a survey for seaworthiness prior to re-registry or in consequence of an unjustified complaint by members of the crew of the ship.

18. Grain Cargoes.

The appropriate fee set forth hereunder shall be paid for the following services—

(a) examination of a plan of loading for a grain cargo—

	R
(i) for a specially suitable ship or a ship with grain fittings	97.00;
(ii) for a ship without fittings, other than a specially suitable ship	50.00;
(iii) for a sister ship having arrangements for the carriage of grain identical to the arrangements in the ship referred to in subparagraph (i) or (ii)	20.00;
(b) examining and certifying a copy of a plan of loading subsequent to the original plan	20.00;
(c) examining an alteration in a plan of loading.....	20.00;
(d) inspection on a ship of any alteration in the arrangement of fittings for the carriage of a grain cargo necessitating an alteration in the plan of loading	9.00;
(e) inspection of each hold in a ship including the ’tween deck spaces prior to the loading of a grain cargo and the issue of a certificate of suitability	5.00;
(f) inspection of each hold in a ship including the ’tween deck spaces during and after completion of the loading of a grain cargo and the issue of a grain loading certificate	5.00.

19. Survey of Unseaworthy Ships.

(1) When a ship is inspected and found to be overloaded or improperly loaded or undermanned or to have major defects in the equipment, hull or machinery or to

of masjinerie ernstig defek is, of dat die skip om enige ander rede onseewaardig is, is die betrokke gelde soos hieronder uiteengesit betaalbaar:—

Tonnemaat van skip.	Gelde.
(a) 500 ton en minder.....	R50.00
(b) meer as 500 ton, tot en met 750 ton	R60.00
(c) meer as 750 ton, tot en met 1,000 ton	R67.00
(d) meer as 1,000 ton.....	R67.00 plus R10.00 vir elke 500 ton of deel daarvan bokant 1,000 ton.

(2) Wanneer 'n skip aangehou word omdat dit nie gemerk of behoorlik met laslyne gemerk is nie, of weens versuim om 'n vervalle laslynsertifikaat in te lewer, moet 'n bedrag van R9 vir elke inspeksie van die skip betaal word: Met dien verstande dat die maksimum gelde die bedrag van R40 nie te bowe mag gaan nie.

20. Gedeeltelike Inspeksies, Afgesien van Enige van die ander Bepalings van hierdie Regulasies.

(1) Die gelde soos hieronder uiteengesit moet betaal word vir die gedeeltelike inspeksie, op versoek van die eienaar, van 'n vaartuig waarvoor 'n veiligheidssertifikaat vereis word, wat nie resoorteer onder 'n opneming waarvoor daar ingevolge enige ander bepaling van hierdie regulasies voorsiening gemaak word nie, en, waar dit van toepassing is, die uitreiking van 'n inspeksiesertifikaat of endossement van die rekord van veiligheidsuitrusting—

	R
(a) vaartuig van minder as 25 ton.....	3.00;
(b) vaartuig van 25 ton of meer, tot en met 100 ton....	6.00;
(c) vaartuig van meer as 100 ton.....	9.00.

(2) Die betrokke gelde soos in subregulasie (1) uiteengesit, moet betaal word vir die inspeksie van 'n vaartuig om vas te stel of geringe defekte wat in die loop van 'n roetine-inspeksie te voorskyn getree het, wel reggestel is.

be unseaworthy for any other reason, the appropriate fee set forth hereunder shall be paid:—

Tonnage of ship.	Fee.
(a) 500 tons and under.....	R50.00;
(b) over 500 tons up to 750 tons.....	R60.00;
(c) over 750 tons up to 1,000 tons.....	R67.00;
(d) over 1,000 tons.....	R67.00 plus R10.00 for each 500 tons or part thereof above 1,000 tons.

(2) When a ship is detained on account of being unmarked or improperly marked with load lines or for failure to deliver up an expired load line certificate, a fee of R9 shall be paid for each inspection of the ship: Provided that the maximum fee shall not exceed R40.

20. Partial Inspections Apart from any of the Other Provisions of These Regulations.

(1) The fee set forth hereunder shall be paid for the partial inspection at the owner's request of a vessel which is required to hold a safety certificate, other than a survey provided for under any other provision of these regulations, and where applicable the issue of a certificate of inspection or the endorsement of the record of safety equipment—

	R
(a) vessel of less than 25 tons.....	3.00;
(b) vessel of 25 tons or over up to 100 tons.....	6.00;
(c) vessel of over 100 tons.....	9.00.

(2) The appropriate fee set forth in subregulation (1) shall be paid for the inspection of a vessel to determine whether minor defects which were found in the course of a routine inspection have been remedied.

INHOUD.

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