

BUITENGEWONE



EXTRAORDINARY

Staatskoerant

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DEPARTMENT OF THE PRIME MINISTER.

DEPARTEMENT VAN DIE EERSTE MINISTER.

No. 357.] [17th March, 1965.]

No. 357.] [17 Maart 1965.]

It is hereby notified that the State President has assented to the following Acts which are hereby published for general information:—

Hierby word bekend gemaak dat die Staatspresident sy goedkeuring geheg het aan die onderstaande Wette wat hierby ter algemene inligting gepubliseer word:—

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No. 12, 1965.]

ACT**To amend the Liquor Act, 1928, and the Aviation Act, 1962.***(English text signed by the State President.)
(Assented to 4th March, 1965.)***BE IT ENACTED** by the State President, the Senate and the House of Assembly of the Republic of South Africa, as follows:—

Amendment of section 5 of Act 30 of 1928, as amended by section 2 of Act 41 of 1934 and section 1 of Act 88 of 1963.

1. Section *five* of the Liquor Act, 1928, is hereby amended by the addition of the following sub-section:“(3) (a) Subject to the provisions of paragraph (b) of this sub-section nothing in this Act contained shall affect the operation of the provisions of section *six bis* of the Aviation Act, 1962 (Act No. 74 of 1962).”(b) For the purposes of this Act any premises at an aerodrome established in terms of section *six* of the Aviation Act, 1962, in or on which liquor is sold in terms of section *six bis* of the said Act, whether through the Department of Transport or by any other person, shall be deemed to be premises in respect of which a bar licence has been issued under this Act, and the person in charge of such premises shall be deemed to be the holder of such licence and to be the employer of all persons working in or on such premises.”.

Amendment of section 94 of Act 30 of 1928, as substituted by section 73 of Act 88 of 1963.

2. Section *ninety-four* of the Liquor Act, 1928, is hereby amended by the substitution for the words preceding paragraph (a) of the following words:

“Save as is otherwise specially provided by this Act, the Railways and Harbours Control and Management (Consolidation) Act, 1957 (Act No. 70 of 1957), and the Aviation Act, 1962 (Act No. 74 of 1962), and notwithstanding anything in any other law contained, no person shall sell, supply or deliver any liquor to any Bantu and no Bantu shall obtain or be in possession of, any liquor: Provided that nothing in this section contained shall be deemed to prohibit—”.

Amendment of section 1 of Act 74 of 1962.

3. Section *one* of the Aviation Act, 1962 (hereinafter referred to as the principal Act), is hereby amended by the insertion after the definition of “flight path” of the following definition:“‘intoxicating liquor’ means intoxicating liquor as defined in section *one hundred and seventy-five* of the Liquor Act, 1928 (Act No. 30 of 1928);”.Insertion of section *6bis* in Act 74 of 1962.**4.** The following section is hereby inserted in the principal Act after section *six*:

“Sale of intoxicating liquor and other goods on State aerodromes through Department of Transport or by certain authorized persons.

6bis. (1) Notwithstanding anything to the contrary in any law contained but subject to the provisions of sub-section (3) of section *five* of the Liquor Act, 1928 (Act No. 30 of 1928), the Minister may—

(a) through the Department of Transport undertake the sale of intoxicating liquor, other refreshments, smokers’ requisites, reading-matter and such other goods as the Minister may deem fit, at any aerodrome established and maintained in terms of section *six*;

WET

Tot wysiging van die Drankwet, 1928, en die Lugvaartwet, 1962.

(Engelse teks deur die Staatspresident geteken.)
(Goedgekeur op 4 Maart 1965.)

DAAR WORD BEPAAL deur die Staatspresident, die Senaat en die Volksraad van die Republiek van Suid-Afrika, soos volg:—

1. Artikel vyf van die Drankwet, 1928, word hierby gewysig deur die volgende sub-artikel by te voeg:
 - „(3) (a) Behoudens die bepalinge van paragraaf (b) van hierdie sub-artikel maak die bepalinge van hierdie Wet geen inbreuk nie op die uitwerking van die bepalinge van artikel *ses bis* van die Lugvaartwet, 1962 (Wet No. 74 van 1962).
 - (b) By die toepassing van hierdie Wet word 'n gebou by 'n vliegveld, wat ingevolge artikel *ses* van die Lugvaartwet, 1962, opgerig is, waarin of waarop drank ingevolge artikel *ses bis* van genoemde Wet verkoop word, hetsy deur die Departement van Vervoer of deur enige ander persoon, geag 'n gebou te wees ten opsigte waarvan 'n kantienlisensie kragtens hierdie Wet uitgereik is, en word die persoon onder wie se beheer daardie gebou staan, geag die houër van daardie lisensie en die werkgewer van alle persone wat in of op daardie gebou werk, te wees.”

2. Artikel vier-en-negentig van die Drankwet, 1928, word hierby gewysig deur die woorde wat paragraaf (a) voorafgaan, deur die volgende woorde te vervang:

Behalwe vir sover hierdie Wet, die Konsolidasiewet op die Beheer en Bestuur van die Spoorweë en Hawens, 1957 (Wet No. 70 van 1957), en die Lugvaartwet, 1962 (Wet No. 74 van 1962), uitdruklik anders bepaal en ondanks andersluidende wetsbepalinge, mag niemand drank aan 'n Bantoe verkoop, verstrek of aflewer en mag geen Bantoe drank verkry of in besit daarvan wees nie: Met dien verstande dat die bepalinge van hierdie artikel nie geag word—”.

3. Artikel een van die Lugvaartwet, 1962 (hieronder die Hoofwet genoem), word hierby gewysig deur na die omskrywing van „Republiek” die volgende omskrywing in te voeg:

„sterk drank’ sterk drank soos omskryf in artikel *honderd vyf-en-sewentig* van die Drankwet, 1928 (Wet No. 30 van 1928);”.

4. Die volgende artikel word hierby in die Hoofwet na artikel *ses* ingevoeg:

6bis. (1) Ondanks andersluidende bepalinge van enige wet maar behoudens die bepalinge van sub-artikel (3) van artikel *vyf* van die Drankwet, 1928 (Wet No. 30 van 1928), kan die Minister—

 - (a) deur middel van die Departement van Vervoer die verkoop van sterk drank, ander verversings, rookartikels, leesstof, en die ander goedere wat die Minister goetvind, onderneem by 'n vliegveld wat ingevolge artikel *ses* opgerig is en in stand gehou word;

Wysiging van artikel 5 van Wet 30 van 1928, soos gewysig deur artikel 2 van Wet 41 van 1934 en artikel 1 van Wet 88 van 1963.

Wysiging van artikel 94 van Wet 30 van 1928, soos vervang deur artikel 73 van Wet 88 van 1963.

Wysiging van artikel 1 van Wet 74 van 1962.

Invoeging van artikel *6bis* in Wet 74 van 1962.

„Verkoop van sterk drank en ander goedere op Staatsvliegvelde deur middel van Departement van Vervoer, of deur sekere gemagtigde persone.

(b) grant permission to any person or to two or more persons jointly or separately to sell, subject to such conditions as the Minister may impose when granting such permission or as may be prescribed, at any such aerodrome any one or more of or all the following classes of goods, namely, intoxicating liquor, other refreshments, smokers' requisites, reading-matter and such other goods as the Minister may deem fit: Provided that such permission to sell intoxicating liquor shall not be granted to a person to whom, in terms of the provisions of section *sixty-five* of the Liquor Act, 1928, a bar licence may not be granted, or to a producer, manufacturer, brewer, agent, nominee, person or company contemplated in section *one hundred and fourteen ter* of the said Act.

(2) If at any time it appears to the Minister that any permission referred to in paragraph (b) of sub-section (1) was granted to any person referred to in the proviso to the said paragraph, or that a person to whom such permission was granted in terms of that paragraph, thereafter became disqualified from being granted such permission in terms thereof, the Minister shall by notice in writing to such person withdraw such permission as from a date determined by the Minister, which shall not be later than the last day of the third month following that in which it so appeared to the Minister, and on such date such permission shall terminate.

(3) The sale of anything in terms of paragraph (a) of sub-section (1) or by virtue of any permission granted in terms of paragraph (b) of the said sub-section, shall take place in or on such premises as the Minister may determine, and such premises may include any such area on or such portion of the aerodrome in question as the Minister may determine.

(4) Notwithstanding the provisions of section *seventy-five* of the Liquor Act, 1928, the Minister may in respect of any portion or portions of any premises referred to in sub-section (3) of this section, designated by him as a transit area or transit areas, as the case may be, fix days and hours of sale and delivery of intoxicating liquor, and any days or hours so fixed shall be deemed to be the days on which or the hours during which liquor may, in terms of the said section *seventy-five*, be sold or delivered in such area or areas.

(5) In the exercise of his powers under paragraph (a) of sub-section (1) the Minister may, through the Department of Transport, in any transit area referred to in sub-section (4), and any person to whom permission to sell intoxicating liquor was granted in terms of paragraph (b) of sub-section (1) and who has been authorized thereto by the Minister in respect of any such area, may therein sell or supply intoxicating liquor to a Bantu as defined in section *one* of the Population Registration Act, 1950 (Act No. 30 of 1950), and such Bantu may in such area obtain and possess such intoxicating liquor for consumption therein."

Amendment of section 22 of Act 74 of 1962.

5. (1) Section *twenty-two* of the principal Act is hereby amended—

- (a) by the insertion after paragraph (a) of sub-section (1) of the following paragraph:
 "(a)*bis* the designation of persons to carry out the provisions of this Act, and the powers and duties of persons so designated;";
- (b) by the insertion after paragraph (b) of the said sub-section of the following paragraph:
 "(b)*bis* air traffic services for the Republic, and the powers and duties of the persons charged with the operation of such services;";
- (c) by the insertion after paragraph (c) of the said sub-section of the following paragraph:
 "(c)*bis* the time when or the circumstances under which and the persons on whose direction an order issued by virtue of the provisions of paragraph (c) may or shall be departed from;";

(b) aan iemand of aan twee of meer persone gesamentlik of afsonderlik toestemming verleen om, onderworpe aan die voorwaardes wat die Minister oplê wanneer hy sodanige toestemming verleen of wat voorgeskryf is, by enige sodanige vliegveld een of meer van of al die volgende klasse goedere, naamlik, sterk drank, ander verversings, rookartikels, leesstof en die ander goedere wat die Minister goedvind, te verkoop: Met dien verstande dat sodanige toestemming om sterk drank te verkoop nie verleen mag word nie aan iemand aan wie, ingevolge die bepalings van artikel *vyf-en-sestig* van die Drankwet, 1928, 'n kantienlisensie nie verleen mag word nie, of aan 'n produsent, vervaardiger, brouer, agent, genomineerde, persoon of maatskappy beoog in artikel *honderd-en-veertien ter* van genoemde Wet.

(2) Indien dit te eniger tyd aan die Minister blyk dat enige toestemming vermeld in paragraaf (b) van sub-artikel (1), verleen is aan iemand vermeld in die voorbehoudsbepaling by genoemde paragraaf of dat iemand aan wie sodanige toestemming ingevolge daardie paragraaf verleen is, daarna onbevoeg geraak het om sodanige toestemming ingevolge dié paragraaf verleen te word, moet die Minister by skriftelike kennisgewing aan so iemand sodanige toestemming intrek vanaf 'n datum wat die Minister bepaal maar wat nie later mag wees nie as die laaste dag van die derde maand wat volg op dié waarin dit aldus aan die Minister geblyk het, en op sodanige datum verval sodanige toestemming.

(3) Die verkoop van enigiets ingevolge paragraaf (a) van sub-artikel (1) of uit hoofde van toestemming verleen ingevolge paragraaf (b) van genoemde sub-artikel, moet geskied in of op die gebou wat die Minister bepaal, en sodanige gebou kan enige gebied op of enige gedeelte van die betrokke vliegveld insluit wat die Minister bepaal.

(4) Ondanks die bepalings van artikel *vyf-en-sewentig* van die Drankwet, 1928, kan die Minister ten opsigte van 'n gedeelte of gedeeltes van 'n gebou vermeld in sub-artikel (3) van hierdie artikel, wat deur hom as 'n transitogebied of transitogebiede, na gelang van die geval, aangewys is, dae en ure van verkoop en aflewering van sterk drank vasstel, en enige dae of ure aldus vasgestel word geag te wees die dae waarop of die ure waartydens drank ingevolge genoemde artikel *vyf-en-sewentig* in so 'n gebied of gebiede verkoop of afgelewer mag word.

(5) By die uitoefening van sy bevoegdhede kragtens paragraaf (a) van sub-artikel (1) kan die Minister, deur middel van die Departement van Vervoer, in 'n transitogebied vermeld in sub-artikel (4), en iemand aan wie ingevolge paragraaf (b) van sub-artikel (1) toestemming verleen is om sterk drank te verkoop en wat deur die Minister daartoe gemagtig is ten opsigte van so 'n gebied, kan daarin sterk drank verkoop of verstrek aan 'n Bantoe soos omskryf in artikel *een* van die Bevolkingsregistrasiewet, 1950 (Wet No. 30 van 1950), en so 'n Bantoe mag in so 'n gebied sodanige sterk drank verkry en besit vir verbruik daarin."

5. (1) Artikel *twee-en-twintig* van die Hoofwet word hierby gewysig—

(a) deur na paragraaf (a) van sub-artikel (1) die volgende paragraaf in te voeg:

„(a)*bis* die aanwysing van persone om die bepalings van hierdie Wet uit te voer, en die bevoegdhede en pligte van persone aldus aangewys;”;

(b) deur na paragraaf (b) van genoemde sub-artikel die volgende paragraaf in te voeg:

„(b)*bis* lugverkeerdienste vir die Republiek, en die bevoegdhede en pligte van persone wat met die uitvoering van sodanige dienste belas is;”;

(c) deur na paragraaf (c) van genoemde sub-artikel die volgende paragraaf in te voeg:

„(c)*bis* die tyd wanneer of die omstandighede waaronder en die persone op las van wie, van 'n bevel uitgereik uit hoofde van die bepalings van paragraaf (c), afgewyk kan of moet word;”;

Wysiging van artikel 22 van Wet 74 van 1962.

- (d) by the substitution for sub-paragraph (vi) of paragraph (e) of the said sub-section, of the following sub-paragraph:
- “(vi) the granting of licences to handling, forwarding, passenger or freight agents or other persons trading, otherwise than by virtue of the provisions of section *six bis*, or carrying on any occupation, on such aerodrome, and the fees to be paid in respect of each such licence;”;
- (e) by the insertion in the said paragraph (e), after sub-paragraph (vi), of the following sub-paragraph:
- “(vi)*bis* the granting, in terms of section *six bis*, of permission to sell at any such aerodrome any intoxicating liquor, other refreshments, smokers’ requisites, reading-matter and other goods, and the sale of such goods at any such aerodrome by virtue of such permission;”;
- (f) by the substitution for paragraph (p) of the said sub-section (1) of the following paragraph:
- “(p) the signals or other communications which may or shall be made by or to aircraft and persons carried therein, and the acknowledgement of and compliance with such signals or communications;” and
- (g) by the substitution for paragraph (r) of the said sub-section of the following paragraph:
- “(r) the prohibition or restriction of aircraft from flying over any specified area, and measures for preventing aircraft from flying over any area in contravention of any such prohibition or restriction, or entering or leaving the Republic in contravention of any provision of this Act;”.
- (2) Paragraphs (a), (b), (c), (f) and (g) of sub-section (1) shall be deemed to have come into operation on the twenty-first day of July, 1962.

Short title.

6. This Act shall be called the Aviation Amendment Act, 1965.

- (d) deur sub-paragraaf (vi) van paragraaf (e) van genoemde sub-artikel deur die volgende sub-paragraaf te vervang:
„(vi) die uitreiking van lisensies aan versenders, hanterings-, passasiers- of goedere-agente of ander persone wat op so 'n vliegveld anders as uit hoofde van die bepalings van artikel *ses bis*, handel drywe of 'n beroep uitoefen, en die gelde wat ten opsigte van iedere sodanige lisensie betaalbaar is;”;
- (e) deur in genoemde paragraaf (e), na sub-paragraaf (vi), die volgende paragraaf in te voeg:
„(vi)*bis* die verlening, ingevolge artikel *ses bis*, van toestemming om by so 'n vliegveld sterk drank, ander verversings, rookartikels, leesstof en ander goedere te verkoop, en die verkoop van sodanige goedere by so 'n vliegveld uit hoofde van sodanige toestemming;”;
- (f) deur paragraaf (p) van genoemde sub-artikel (1) deur die volgende paragraaf te vervang:
„(p) die seine of ander mededelings wat deur of aan vliegtuie en persone wat daarin vervoer word, gegee of gedoen kan of moet word, en die beantwoording van en voldoening aan sodanige seine of mededelings;” en
- (g) deur paragraaf (r) van genoemde sub-artikel deur die volgende paragraaf te vervang:
„(r) 'n verbod of beperking op vliegtuie om oor 'n bepaalde gebied te vlieg, en maatreëls om te voorkom dat vliegtuie in stryd met so 'n verbod of beperking oor 'n gebied vlieg, of die Republiek in stryd met enige bepaling van hierdie Wet binnekom of verlaat;”.
- (2) Paragraawe (a), (b), (c), (f) en (g) van sub-artikel (1) word geag in werking te getree het op een-en-twintig Julie 1962.

6. Hierdie Wet heet die Lugvaartwysigingswet, 1965.

Kort titel.

No. 13, 1965.]

ACT

To amend the Merchant Shipping Act, 1951.

(Afrikaans text signed by the State President.)
(Assented to 4th March, 1965.)

BE IT ENACTED by the State President, the Senate and the House of Assembly of the Republic of South Africa, as follows:—

Amendment of section 2 of Act 57 of 1951, as amended by section 3 of Act 30 of 1959, section 31 of Act 69 of 1962 and section 1 of Act 40 of 1963.

1. Section *two* of the Merchant Shipping Act, 1951 (hereinafter referred to as the principal Act), is hereby amended—

(a) by the insertion in sub-section (1) after the definition of “cadet” of the following definitions:

“‘cargo ship safety construction certificate’ means a certificate issued under sub-paragraph (a) of paragraph (1) or sub-paragraph (a) of paragraph (2) of section *one hundred and ninety-three*, or deemed in accordance with the provisions of paragraph (b) of sub-section (1) of section *two hundred and two* to have been so issued;

‘cargo ship safety equipment certificate’ means a certificate issued under sub-paragraph (b) of paragraph (1) or sub-paragraph (b) of paragraph (2) of section *one hundred and ninety-three*, or deemed in accordance with the provisions of paragraph (b) of sub-section (1) of section *two hundred and two* to have been so issued;

‘cargo ship safety radiotelegraphy certificate’ means a certificate issued under sub-paragraph (a) of paragraph (3) or item (i) of sub-paragraph (b) of paragraph (4) of section *one hundred and ninety-three*, or deemed in accordance with the provisions of paragraph (b) of sub-section (1) of section *two hundred and two* to have been so issued;

‘cargo ship safety radiotelephony certificate’ means a certificate issued under sub-paragraph (b) of paragraph (3) or item (ii) of sub-paragraph (b) of paragraph (4) of section *one hundred and ninety-three*, or deemed in accordance with the provisions of paragraph (b) of sub-section (1) of section *two hundred and two* to have been so issued;”;

(b) by the substitution for the definition of “conditions of assignment” in the said sub-section of the following definition:

“‘conditions of assignment’ means such of the load line regulations as are made to give effect to the relative provisions of the Load Line Convention and Annexes thereto, or such regulations as applied under sub-section (3) of section *three hundred and fifty-six*;”;

(c) by the substitution for the definition of “construction regulations” in the said sub-section of the following definition:

“‘construction regulations’ means the regulations made under paragraph (a) of sub-section (2) of section *three hundred and fifty-six* to give effect to the relative provisions of the safety Convention, or such regulations as applied under sub-section (3) of the said section;”;

WET

Tot wysiging van die Handelskeepvaartwet, 1951.

(Afrikaanse teks deur die Staatspresident geteken.)
(Goedgekeur op 4 Maart 1965.)

DAAR WORD BEPAAL deur die Staatspresident, die Senaat en die Volksraad van die Republiek van Suid-Afrika, soos volg:—

1. Artikel twee van die Handelskeepvaartwet, 1951 (hieronder die Hoofwet genoem), word hierby gewysig—
- Wysiging van artikel 2 van Wet 57 van 1951, soos gewysig deur artikel 3 van Wet 30 van 1959, artikel 31 van Wet 69 van 1962 en artikel 1 van Wet 40 van 1963.
- (a) deur in sub-artikel (1) die omskrywing van „algemene veiligheidsertifikaat” te skrap;
- (b) deur in bedoelde sub-artikel die omskrywing van „erkende nie-Suid-Afrikaanse” deur die volgende omskrywing te vervang:
„erkende nie-Suid-Afrikaanse’, wanneer dit aan die benaming van ’n veiligheidskonvensiesertifikaat of ’n internasionale laslynsertifikaat vooraangevoeg is, dat die sertifikaat uitgereik is deur of op gesag van die Regering van ’n land (behalwe die Republiek) waarop die Veiligheidskonvensie of die Laslynkonvensie, na gelang van die geval, van toepassing is, en dat die sertifikaat onderskeidelik voldoen aan die regulasies wat kragtens paragraaf (a) van sub-artikel (2) van artikel *driehonderd ses-en-vyftig* uitgevaardig is om gevolg te gee aan die toepaslike bepalings van die Veiligheidskonvensie, of aan die regulasies wat kragtens paragraaf (c) van bedoelde sub-artikel uitgevaardig is om gevolg te gee aan die toepaslike bepalings van die Laslynkonvensie;”;
- (c) deur in bedoelde sub-artikel die omskrywing van „houtvragregulasies” deur die volgende omskrywing te vervang:
„houtvragregulasies’ die regulasies wat kragtens paragraaf (c) van sub-artikel (2) van artikel *driehonderd ses-en-vyftig* uitgevaardig is om gevolg te gee aan die toepaslike bepalings van die Laslynkonvensie, of sodanige regulasies soos toegepas kragtens sub-artikel (3) van artikel *driehonderd ses-en-vyftig*;”;
- (d) deur in bedoelde sub-artikel na die omskrywing van „houtvragregulasies” die volgende omskrywing in te voeg:
„internasionale laslynsertifikaat’ ’n sertifikaat uitgereik kragtens paragraaf 1 van artikel *tweehonderd-en-sewe*, of wat volgens die bepalings van sub-artikel (1) van artikel *tweehonderd-en-vyftien* geag word aldus uitgereik te gewees het;”;
- (e) deur in bedoelde sub-artikel die omskrywing van „kortreis-veiligheidsertifikaat” te skrap;
- (f) deur paragraaf (b) van die omskrywing van „land waarop die Laslynkonvensie van toepassing is” in bedoelde sub-artikel deur die volgende paragraaf te vervang:
„(b) ’n land waarop, volgens so ’n verklaring, die Laslynkonvensie kragtens die bepalings van die toepaslike Artikel daarvan toegepas is, met uitsondering van ’n land waarop, volgens so ’n verklaring, daardie Konvensie ingevolge die

(d) by the substitution for paragraph (b) of the definition of "country to which the Load Line Convention applies" in the said sub-section of the following paragraph:

"(b) a country to which it has been so declared that the Load Line Convention has been applied under the provisions of the relative Article thereof, not being a country to which it has been so declared that that Convention has ceased to apply under the provisions of that Article;"

(e) by the substitution for paragraph (b) of the definition of "country to which the safety Convention applies" in the said sub-section of the following paragraph:

"(b) a territory to which it has been so declared that the Safety Convention has been extended under the provisions of the relative Article thereof, not being a territory to which it has been so declared that that Convention has ceased to extend under the provisions of that Article;"

(f) by the insertion in the said sub-section after the definition of "equipment" of the following definition:

"'exemption certificate' means a certificate issued under paragraph (c) of section *one hundred and ninety-two*, sub-paragraph (a) or (b) of paragraph (2) or sub-paragraph (a) of paragraph (4) of section *one hundred and ninety-three*, or deemed in accordance with the provisions of paragraph (a) or (b) of sub-section (1) of section *two hundred and two* to have been so issued;"

(g) by the substitution for the definition of "fishing boat" in the said sub-section of the following definition:

"'fishing boat' means any ship engaged in sea fishing for financial gain or reward, but does not include any sealing boat or whaling boat;"

(h) by the deletion in the said sub-section of the definition of "general safety certificate";

(i) by the insertion in the said sub-section after the definition of "International Collision Regulations" of the following definition:

"'international load line certificate' means a certificate issued under paragraph 1 of section *two hundred and seven*, or deemed in accordance with the provisions of sub-section (1) of section *two hundred and fifteen* to have been so issued;"

(j) by the substitution for the definition of "life-saving equipment regulations" in the said sub-section of the following definition:

"'life-saving equipment regulations' means the regulations made under paragraph (a) of sub-section (2) of section *three hundred and fifty-six* to give effect to the relative provisions of the Safety Convention, or such regulations as applied under sub-section (3) of the said section;"

(k) by the substitution for the definition of "load line certificate" in the said sub-section of the following definition:

"'load line certificate' means an international load line certificate or a local load line certificate;"

(l) by the deletion in the said sub-section of the definition of "load line convention certificate";

(m) by the substitution for the definition of "load line regulations" in the said sub-section of the following definition:

"'load line regulations' means the regulations made under paragraph (c) of sub-section (2) of section *three hundred and fifty-six* to give effect to the relative provisions of the Load Line Convention and Annexes thereto, or such regulations as applied under sub-section (3) of the said section;"

(n) by the substitution for the definition of "local safety certificate" in the said sub-section of the following definition:

- bepalings van daardie Artikel nie meer van toepassing is nie;”;
- (g) deur paragraaf (b) van die omskrywing van „land waarop die Veiligheidskonvensie van toepassing is” in bedoelde sub-artikel deur die volgende paragraaf te vervang:
 „(b) ’n gebied waarop, volgens so ’n verklaring, die Veiligheidskonvensie kragtens die bepalings van die toepaslike Artikel daarvan toegepas is, met uitsondering van ’n gebied waarop, volgens so ’n verklaring, daardie Konvensie ingevolge die bepalings van daardie Artikel nie meer van toepassing is nie;”;
- (h) deur in bedoelde sub-artikel die omskrywing van „laslynkonvensiesertifikaat” te skrap;
- (i) deur die omskrywing van „laslynregulasies” in bedoelde sub-artikel deur die volgende omskrywing te vervang:
 „laslynregulasies’ die regulasies wat kragtens paragraaf (c) van sub-artikel (2) van artikel *driehonderd ses-en-vyftig* uitgevaardig is om gevolg te gee aan die toepaslike bepalings van die Laslynkonvensie en Aanhangsels daarby, of bedoelde regulasies soos toegepas kragtens sub-artikel (3) van genoemde artikel;”;
- (j) deur die omskrywing van „laslynsertifikaat” in bedoelde sub-artikel deur die volgende omskrywing te vervang:
 „laslynsertifikaat’ ’n internasionale laslynsertifikaat of ’n plaaslike laslynsertifikaat;”;
- (k) deur sub-paragraaf (ii) van paragraaf (c) van die omskrywing van „onseewaardig” deur die volgende sub-paragraaf te vervang:
 „(ii) as dit ’n laslynskip is wat geregistreer is in ’n land waarop die Laslynkonvensie van toepassing is, deur ’n erkende nie-Suid-Afrikaanse internasionale laslynsertifikaat; of”;
- (l) deur in bedoelde sub-artikel na die omskrywing van „passasierskip” die volgende omskrywing in te voeg:
 „passasierskipveiligheidsertifikaat’ ’n sertifikaat wat kragtens paragraaf (a) of (c) van artikel *honderd twee-en-negentig* uitgereik is of wat volgens die bepalings van paragraaf (a) van sub-artikel (1) van artikel *tweehonderd-en-twee* geag word aldus uitgereik te gewees het;”;
- (m) deur in bedoelde sub-artikel die omskrywing van „passasierskip se vrystellingsertifikaat” te skrap;
- (n) deur die omskrywing van „plaaslike veiligheidsertifikaat” in bedoelde sub-artikel deur die volgende omskrywing te vervang:
 „plaaslike veiligheidsertifikaat’ ’n plaaslike algemene veiligheidsertifikaat of ’n plaaslike veiligheidsvrystellingsertifikaat;”;
- (o) deur in bedoelde sub-artikel die omskrywing van „radio-regulasies” deur die volgende omskrywing te vervang:
 „radio-regulasies’ die regulasies wat kragtens paragraaf (a) van sub-artikel (2) van artikel *driehonderd ses-en-vyftig* uitgevaardig is om gevolg te gee aan die toepaslike bepalings van die Veiligheidskonvensie, of sodanige regulasies soos toegepas kragtens sub-artikel (3) van vermelde artikel;”;
- (p) deur die omskrywing van „regulasies in verband met konstruksie” in bedoelde sub-artikel deur die volgende omskrywing te vervang:
 „regulasies in verband met konstruksie’ die regulasies uitgevaardig kragtens paragraaf (a) van sub-artikel (2) van artikel *driehonderd ses-en-vyftig* om gevolg te gee aan die toepaslike bepalings van die Veiligheidskonvensie, of bedoelde regulasies soos toegepas kragtens sub-artikel (3) van genoemde artikel;”;
- (q) deur die omskrywing van „regulasies vir reddings-uitrusting” in bedoelde sub-artikel deur die volgende omskrywing te vervang:

“‘local safety certificate’ means a local general safety certificate or a local safety exemption certificate;”;

- (o) by the insertion in the said sub-section after the definition of “passenger ship” of the following definition:

“‘passenger ship safety certificate’ means a certificate issued under paragraph (a) or (c) of section *one hundred and ninety-two*, or deemed in accordance with the provisions of paragraph (a) of sub-section (1) of section *two hundred and two* to have been so issued;”;

- (p) by the deletion in the said sub-section of the definition of “passenger ship’s exemption certificate”;

- (q) by the deletion in the said sub-section of the definition of “qualified local safety certificate”;

- (r) by the deletion in the said sub-section of the definition of “qualified safety certificate”;

- (s) by the deletion in the said sub-section of the definition of “qualified safety equipment certificate”;

- (t) by the deletion in the said sub-section of the definition of “qualified safety radio exemption certificate”;

- (u) by the deletion in the said sub-section of the definition of “qualified safety radiotelegraphy certificate”;

- (v) by the deletion in the said sub-section of the definition of “qualified safety radiotelephony certificate”;

- (w) by the substitution for the definition of “radio regulations” in the said sub-section of the following definition:

“‘radio regulations’ means the regulations made under paragraph (a) of sub-section (2) of section *three hundred and fifty-six* to give effect to the relative provisions of the Safety Convention, or such regulations as applied under sub-section (3) of the said section;”;

- (x) by the substitution for the definition of “recognized non-South African” in the said sub-section of the following definition:

“‘recognized non-South African’, used in relation to a safety convention certificate or an international load line certificate, signifies that the certificate has been issued by or under the authority of the Government of a country other than the Republic to which the Safety Convention or the Load Line Convention, as the case may be, applies, and that the certificate complies with the regulations made under paragraph (a) of sub-section (2) of section *three hundred and fifty-six* to give effect to the relative provisions of the Safety Convention or with those made under paragraph (c) of that sub-section to give effect to the relative provisions of the Load Line Convention, respectively;”;

- (y) by the substitution for the definition of “safety convention certificate” in the said sub-section of the following definition:

“‘safety convention 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 or an exemption certificate;”;

- (z) by the deletion in the said sub-section of the definition of “safety equipment certificate”;

- (aa) by the deletion in the said sub-section of the definition of “safety equipment exemption certificate”;

- (bb) by the deletion in the said sub-section of the definition of “safety radio exemption certificate”;

- „regulasies vir reddingsuitrusting’ die regulasies wat kragtens paragraaf (a) van sub-artikel (2) van artikel *driehonderd ses-en-vyftig* uitgevaardig is om gevolg te gee aan die toepaslike bepalings van die Veiligheidskonvensie, of bedoelde regulasies soos toegepas kragtens sub-artikel (3) van genoemde artikel;”;
- (r) deur die omskrywing van „toewysingsvoorwaardes” in bedoelde sub-artikel deur die volgende omskrywing te vervang:
 „toewysingsvoorwaardes’ sodanige laslynregulasies as wat uitgevaardig word om gevolg te gee aan die toepaslike bepalings van die Laslynkonvensie en die Aanhangsels daarby, of sodanige regulasies soos toegepas kragtens sub-artikel (3) van artikel *driehonderd ses-en-vyftig*;”;
- (s) deur in bedoelde sub-artikel die omskrywing van „veiligheidskonvensiesertifikaat” deur die volgende omskrywing te vervang:
 „veiligheidskonvensiesertifikaat’ ’n passasierskipveiligheidsertifikaat, ’n vragskipveiligheidskonstruksiesertifikaat, ’n vragskipveiligheidsuitrustingsertifikaat, ’n vragskipveiligheidsradiotelegrafiesertifikaat, ’n vragskipveiligheidsradiotelefoniesertifikaat of ’n vrystellingsertifikaat;”;
- (t) deur in bedoelde sub-artikel die omskrywing van „veiligheidsradiotelefoniesertifikaat” te skrap;
- (u) deur in bedoelde sub-artikel die omskrywing van „veiligheidsradiotelegrafiesertifikaat” te skrap;
- (v) deur in bedoelde sub-artikel die omskrywing van „veiligheidsradio-vrystellingsertifikaat” te skrap;
- (w) deur in bedoelde sub-artikel die omskrywing van „veiligheidsuitrustingsertifikaat” te skrap;
- (x) deur in bedoelde sub-artikel die omskrywing van „veiligheidsuitrusting-vrystellingsertifikaat” te skrap;
- (y) deur die omskrywing van „vissersboot” in bedoelde sub-artikel deur die volgende omskrywing te vervang:
 „vissersboot’ ’n skip wat vir geldelike voordeel of beloning ter see visvang, maar dit omvat geen robbevaarder of walvisvaarder nie;”;
- (z) deur in bedoelde sub-artikel die omskrywing van „voorwaardelike plaaslike veiligheidsertifikaat” te skrap;
- (aa) deur in bedoelde sub-artikel die omskrywing van „voorwaardelike veiligheidsertifikaat” te skrap;
- (bb) deur in bedoelde sub-artikel die omskrywing van „voorwaardelike veiligheidsradiotelefoniesertifikaat” te skrap;
- (cc) deur in bedoelde sub-artikel die omskrywing van „voorwaardelike veiligheidsradiotelegrafiesertifikaat” te skrap;
- (dd) deur in bedoelde sub-artikel die omskrywing van „voorwaardelike veiligheidsradio-vrystellingsertifikaat” te skrap;
- (ee) deur in bedoelde sub-artikel die omskrywing van „voorwaardelike veiligheidsuitrustingsertifikaat” te skrap;
- (ff) deur in bedoelde sub-artikel na die omskrywing van „vraggeld” die volgende omskrywings in te voeg:
 „vragskipveiligheidskonstruksiesertifikaat’ ’n sertifikaat uitgereik kragtens sub-paragraaf (a) van paragraaf (1) of sub-paragraaf (a) van paragraaf (2) van artikel *honderd drie-en-negentig*, of wat volgens die bepalings van paragraaf (b) van sub-artikel (1) van artikel *tweehonderd-en-twee* geag word aldus uitgereik te gewees het;
 ,vragskipveiligheidsradiotelefoniesertifikaat’ ’n sertifikaat uitgereik kragtens sub-paragraaf (b) van paragraaf (3) of item (ii) van sub-paragraaf (b) van paragraaf (4) van artikel *honderd drie-en-negentig*, of wat volgens die bepalings van paragraaf (b) van sub-artikel (1) van artikel *tweehonderd-en-twee* geag word aldus uitgereik te gewees het;
 ,vragskipveiligheidsradiotelegrafiesertifikaat’ ’n sertifikaat uitgereik kragtens sub-paragraaf (a) van

- (cc) by the deletion in the said sub-section of the definition of "safety radiotelegraphy certificate";
- (dd) by the deletion in the said sub-section of the definition of "safety radiotelephony certificate";
- (ee) by the deletion in the said sub-section of the definition of "short voyage safety certificate";

(ff) by the substitution for the definition of "timber cargo regulations" in the said sub-section of the following definition:

"timber cargo regulations" means the regulations made under paragraph (c) of sub-section (2) of section *three hundred and fifty-six* to give effect to the relative provisions of the Load Line Convention, or such regulations as applied under sub-section (3) of the said section;"; and

(gg) by the substitution for sub-paragraph (ii) of paragraph (c) of the definition of "unseaworthy" in the said sub-section of the following sub-paragraph:

"(ii) if she is a load line ship, registered in a country in which the Load Line Convention applies, by a recognized non-South African international load line certificate; or".

Amendment of section 3 of Act 57 of 1951, as amended by section 4 of Act 30 of 1959, section 32 of Act 69 of 1962 and section 2 of Act 40 of 1963.

2. Section *three* of the principal Act is hereby amended by the substitution for sub-section (6) of the following sub-section:

"(6) The provisions of this Act shall not apply to ships belonging to the defence forces of the Republic or of any other country."

Amendment of section 68 of Act 57 of 1951, as amended by section 14 of Act 30 of 1959 and section 10 of Act 40 of 1963.

3. Section *sixty-eight* of the principal Act is hereby amended—

(a) by the substitution for sub-paragraphs (iii) and (iv) of paragraph (a) of sub-section (1) of the following sub-paragraphs:

"(iii) is employed or owned for the purpose of fishing or carrying persons or goods of any kind for financial gain or reward; and

(iv) operates at or from a port in or from anywhere else on the coast of the Republic; or"; and

(b) by the substitution for sub-section (2) of the following sub-section:

"(2) An application for a licence in terms of sub-section (1) shall be made in the prescribed form and the owner or master shall produce to the proper officer a local general safety certificate and, where applicable, a local safety exemption certificate."

Amendment of section 77 of Act 57 of 1951, as amended by section 39 of Act 69 of 1962.

4. Section *seventy-seven* of the principal Act is hereby amended—

(a) by the substitution for sub-section (2) of the following sub-section:

"(2) No person shall be admitted to examination for a certificate of competency unless he produces proof that he is a South African citizen or a citizen of a treaty country (other than the Republic) and possesses the qualifications prescribed by regulation: Provided that the Minister may, in his discretion and subject to any conditions which he may impose, admit to such examination a person who is a citizen of any other country if he possesses either the qualifications prescribed by regulation or qualifications which are in the opinion of the Minister of a standard not lower than those so prescribed."; and

(b) by the deletion of sub-section (3).

Amendment of section 79 of Act 57 of 1951, as amended by section 40 of Act 69 of 1962 and section 13 of Act 40 of 1963.

5. Section *seventy-nine* of the principal Act is hereby amended by the substitution for sub-section (2) of the following sub-section:

"(2) The Minister may grant to the applicant an appropriate certificate of competency which, in the opinion of the Minister, testifies to the possession by the holder thereof of qualifications and a degree of competency not higher than those to which the certificate, upon the possession of which

paragraaf (3) of item (i) van sub-paragraaf (b) van paragraaf (4) van artikel *honderd drie-en-negentig*, of wat volgens die bepalings van paragraaf (b) van sub-artikel (1) van artikel *tweehonderd-en-twee* geag word aldus uitgereik te gewees het;

„vragskipveiligheidsuitrustingsertifikaat” ’n sertifikaat uitgereik kragtens sub-paragraaf (b) van paragraaf (1) of sub-paragraaf (b) van paragraaf (2) van artikel *honderd drie-en-negentig*, of wat volgens die bepalings van paragraaf (b) van sub-artikel (1) van artikel *tweehonderd-en-twee* geag word aldus uitgereik te gewees het;” en

(gg) deur in bedoelde sub-artikel na die omskrywing van „vreemde skip” die volgende omskrywing in te voeg: „„vrystellingsertifikaat” ’n sertifikaat uitgereik kragtens paragraaf (c) van artikel *honderd twee-en-negentig*, sub-paragraaf (a) of (b) van paragraaf (2) of sub-paragraaf (a) van paragraaf (4) van artikel *honderd drie-en-negentig*, of wat volgens die bepalings van paragraaf (a) of (b) van sub-artikel (1) van artikel *tweehonderd-en-twee* geag word aldus uitgereik te gewees het;”.

2. Artikel *drie* van die Hoofwet word hierby gewysig deur sub-artikel (6) deur die volgende sub-artikel te vervang:

„(6) Die bepalings van hierdie Wet geld nie vir skepe wat aan die weermagte van die Republiek of van enige ander land behoort nie.”.

Wysiging van artikel 3 van Wet 57 van 1951, soos gewysig deur artikel 4 van Wet 30 van 1959, artikel 32 van Wet 69 van 1962 en artikel 2 van Wet 40 van 1963.

3. Artikel *agt-en-sestig* van die Hoofwet word hierby gewysig—

(a) deur sub-paragrafe (iii) en (iv) van paragraaf (a) van sub-artikel (1) deur die volgende paragrafe te vervang:

„(iii) gebruik of besit word vir visvangs of vervoer van persone of goedere van enige aard vir geldelike voordeel of belonging; en

(iv) by of vanuit ’n hawe in of vanaf enige ander plek aan die kus van die Republiek gebruik word; of” en

(b) deur sub-artikel (2) deur die volgende sub-artikel te vervang:

„(2) ’n Aansoek om ’n lisensie ingevolge sub-artikel (1) word in die voorgeskrewe vorm gemaak en die eienaar of gesagvoerder lê aan die bevoegde beampte ’n plaaslike algemene veiligheidsertifikaat en, waar van toepassing, ’n plaaslike veiligheids-vrystellingsertifikaat voor.”.

Wysiging van artikel 68 van Wet 57 van 1951, soos gewysig deur artikel 14 van Wet 30 van 1959 en artikel 10 van Wet 40 van 1963.

4. Artikel *sewe-en-sewentig* van die Hoofwet word hierby gewysig—

(a) deur sub-artikel (2) deur die volgende sub-artikel te vervang:

„(2) Niemand word toegelaat tot ’n eksamen vir ’n bekwaamheidsertifikaat nie tensy hy bewys dat hy ’n Suid-Afrikaanse burger is of ’n burger is van ’n verdragsland (behalwe die Republiek) en die kwalifikasies besit wat by regulasie voorgeskryf is: Met dien verstande dat die Minister, na goeë dunde, en onderworpe aan die voorwaardes wat hy oplê, iemand wat ’n burger van enige ander land is tot bedoelde eksamen kan toelaat indien hy of die kwalifikasies besit wat by regulasie voorgeskryf is of kwalifikasies wat volgens die Minister se oordeel nie laer is nie dan dié aldus voorgeskryf.”; en

(b) deur sub-artikel (3) te skrap.

Wysiging van artikel 77 van Wet 57 van 1951, soos gewysig deur artikel 39 van Wet 69 van 1962.

5. Artikel *nege-en-sewentig* van die Hoofwet word hierby gewysig deur sub-artikel (2) deur die volgende sub-artikel te vervang:

„(2) Die Minister kan aan die applikant ’n paslike bekwaamheidsertifikaat toeken wat na die Minister se mening getuig van die houer se besit van kwalifikasies en ’n graad van bekwaamheid wat nie hoër is dan dié waarvan die sertifikaat, op die besit waarvan die aansoek gegrond

Wysiging van artikel 79 van Wet 57 van 1951, soos gewysig deur artikel 40 van Wet 69 van 1962 en artikel 13 van Wet 40 van 1963.

the application is based, testifies: Provided that before the grant is made the Minister may require the last-mentioned certificate to be surrendered to him.”.

Amendment of section 90 of Act 57 of 1951, as amended by section 43 of Act 69 of 1962.

6. Section *ninety* of the principal Act is hereby amended by the substitution for sub-section (1) of the following sub-section:

“(1) No person shall be employed as a cadet on board any South African ship unless he is a South African citizen or a citizen of a treaty country (other than the Republic) or a citizen of any other country whom the Minister has in his discretion and subject to any conditions which he may have imposed, permitted to be so employed, and has attained the age of sixteen years and the master of the ship undertakes to train him or cause him to be trained in navigation and seamanship or in engineering and in the duties of a ship’s officer.”.

Amendment of section 93 of Act 57 of 1951, as amended by section 44 of Act 69 of 1962.

7. Section *ninety-three* of the principal Act is hereby amended by the substitution for sub-paragraph (iii) of paragraph (a) of the following sub-paragraph:

“(iii) is a South African citizen or citizen of a treaty country (other than the Republic) or a citizen of any other country whom the Minister has in his discretion and subject to any conditions which he may have imposed, permitted to be indentured, and has attained the age of sixteen years;”.

Amendment of section 190 of Act 57 of 1951.

8. Section *one hundred and ninety* of the principal Act is hereby amended by the substitution for paragraphs (a), (b) and (c) of sub-section (2) of the following paragraphs:

“(a) in the case of a passenger ship, at intervals not exceeding twelve months in accordance with the construction regulations, the life-saving equipment regulations, the collision regulations, the radio regulations and any other applicable regulations which may have been made;

(b) in the case of a vessel (other than a passenger ship) plying on international voyages, at intervals not exceeding twenty-four months in accordance with the construction regulations, the life-saving equipment regulations, the collision regulations and any other applicable regulations which may have been made: Provided that inspections in accordance with such of the said regulations which are solely applicable to the issue of a cargo ship safety construction certificate shall be at intervals not exceeding five years;

(c) in the case of a vessel (other than a passenger ship) which does not ply on international voyages, at intervals not exceeding twelve months in accordance with the construction regulations, the life-saving equipment regulations, the collision regulations and any other applicable regulations which may have been made;”.

Amendment of section 191 of Act 57 of 1951

9. Section *one hundred and ninety-one* of the principal Act is hereby amended by the substitution for sub-section (1) of the following sub-section:

“(1) Every surveyor who inspects a vessel in pursuance of section *one hundred and ninety* or any provision of the construction regulations, the life-saving equipment regulations, the radio regulations, the collision regulations or any other applicable regulations which may have been made, shall draw up a report of his inspection in the prescribed form.”.

Amendment of section 192 of Act 57 of 1951.

10. Section *one hundred and ninety-two* of the principal Act is hereby amended—

(a) by the substitution for paragraph (a) of the following paragraph:

“(a) that a passenger ship which, in terms of this Act, is required to be registered, is constructed and equipped in accordance with all the requirements of the construction regulations, the life-saving equipment regulations, the radio regulations, the collision regulations and any other regulations

is, getuig nie: Met dien verstande dat voordat die toekening geskied, die Minister kan vereis dat laasgenoemde sertifikaat aan hom afgegee word.”.

6. Artikel *negentig* van die Hoofwet word hierby gewysig deur sub-artikel (1) deur die volgende sub-artikel te vervang: Wysiging van artikel 90 van Wet 57 van 1951, soos gewysig deur artikel 43 van Wet 69 van 1962.
- „(1) Niemand word aan boord van ’n Suid-Afrikaanse skip as kadet in diens geneem nie tensy hy ’n Suid-Afrikaanse burger is of ’n burger is van ’n verdragland (behalwe die Republiek) of ’n burger is van enige ander land wat die Minister na goëddunke en onderworpe aan enige voorwaardes wat hy opgelê het, toegelaat het om aldus in diens geneem te word, en die ouderdom van sestien jaar bereik het en die gesagvoerder van die skip onderneem om hom op te lei of te laat oplei in navigasie en seemanskap of in die ingenieurswese en in die pligte van ’n skeeps-offisier.”.
7. Artikel *drie-en-negentig* van die Hoofwet word hierby gewysig deur sub-paragraaf (iii) van paragraaf (a) deur die volgende sub-paragraaf te vervang: Wysiging van artikel 93 van Wet 57 van 1951, soos gewysig deur artikel 44 van Wet 69 van 1962.
- „(iii) ’n Suid-Afrikaanse burger is of ’n burger is van ’n verdragland (behalwe die Republiek) of ’n burger is van enige ander land wat die Minister na goëddunke en onderworpe aan enige voorwaardes wat hy opgelê het, toegelaat het om ’n leerkontrak aan te gaan, en die ouderdom van sestien jaar bereik het;”.
8. Artikel *honderd-en-negentig* van die Hoofwet word hierby gewysig deur paragrawe (a), (b) en (c) van sub-artikel (2) deur die volgende paragrawe te vervang: Wysiging van artikel 190 van Wet 57 van 1951.
- „(a) in die geval van ’n passasierskip, by tussenpose van hoogstens twaalf maande, in ooreenstemming met die regulasies in verband met konstruksie, die regulasies vir reddingsuitrusting, die regulasies in verband met botsings, die radio-regulasies en enige ander toepaslike regulasies wat uitgevaardig is;
- (b) in die geval van ’n vaartuig (behalwe ’n passasierskip) wat op internasionale reise vaar, by tussenpose van hoogstens vier-en-twintig maande, in ooreenstemming met die regulasies in verband met konstruksie, die regulasies vir reddingsuitrusting, die regulasies in verband met botsings en enige ander toepaslike regulasies wat uitgevaardig is: Met dien verstande dat inspeksies in ooreenstemming met dié van bedoelde regulasies wat alleen op die uitreiking van ’n vragskip-veiligheidskonstruksiesertifikaat van toepassing is, by tussenpose van hoogstens vyf jaar moet geskied;
- (c) in die geval van ’n vaartuig (behalwe ’n passasierskip) wat nie op internasionale reise vaar nie, by tussenpose van hoogstens twaalf maande, in ooreenstemming met die regulasies in verband met konstruksie, die regulasies vir reddingsuitrusting, die regulasies in verband met botsings en enige ander toepaslike regulasies wat uitgevaardig is;”.
9. Artikel *honderd een-en-negentig* van die Hoofwet word hierby gewysig deur sub-artikel (1) deur die volgende sub-artikel te vervang: Wysiging van artikel 191 van Wet 57 van 1951.
- „(1) Elke opnemer wat na aanleiding van artikel *honderden-negentig* een of ander bepaling van die regulasies in verband met konstruksie, die regulasies vir reddingsuitrusting, die radio-regulasies, die regulasies in verband met botsings of enige ander toepaslike regulasies wat uitgevaardig is, ’n vaartuig inspekteer, stel ’n verslag van sy inspeksie in die voorgeskrewe vorm op.”.
10. Artikel *honderd twee-en-negentig* van die Hoofwet word hierby gewysig— Wysiging van artikel 192 van Wet 57 van 1951.
- (a) deur paragraaf (a) deur die volgende paragraaf te vervang:
- „(a) dat ’n passasierskip wat volgens hierdie Wet geregistreeer moet wees, ooreenkomstig al die vereistes van die regulasies in verband met konstruksie, die regulasies vir reddingsuitrusting, die radio-regulasies, die regulasies in verband

which may have been made, which are applicable to the ship when plying on international voyages or on short international voyages, he shall cause to be issued in respect of the ship a passenger ship safety certificate for an international voyage or a short international voyage, as the case may be;”;

(b) by the deletion of paragraph (b); and

(c) by the substitution for paragraph (c) of the following paragraph:

“(c) that a passenger ship which, in terms of this Act, is required to be registered is exempt, by virtue of the exercise by him of a power conferred on him by the construction regulations, the life-saving equipment regulations, the radio regulations, the collision regulations or any other regulations which may have been made, from any of the requirements of the said regulations applicable to the ship when plying on international voyages, or on short international voyages, or when engaged in any special passenger trade on such voyages, and that she is constructed and equipped in accordance with the remaining requirements, he shall cause to be issued in respect of the ship an exemption certificate and a passenger ship safety certificate.”.

Amendment of section 193 of Act 57 of 1951.

11. Section *one hundred and ninety-three* of the principal Act is hereby amended—

(a) by the substitution for paragraphs (1), (2), (3) and (4) of the following paragraphs:

“(1) that a ship (other than a passenger ship) to which the Safety Convention applies and which, in terms of this Act, is required to be registered is constructed and equipped in accordance with all the requirements of the construction regulations, the life-saving equipment regulations, the collision regulations and any other regulations which may have been made, which are applicable to the ship when plying on international voyages, he shall cause to be issued in respect of that ship—

(a) a cargo ship safety construction certificate relating to the matters applicable to the issue of such a certificate; and

(b) a cargo ship safety equipment certificate relating to the matters applicable to the issue of such a certificate;

(2) that a ship (other than a passenger ship) to which the Safety Convention applies and which, in terms of this Act, is required to be registered is exempt, by virtue of the exercise by him of a power conferred on him by the construction regulations, the life-saving equipment regulations, the collision regulations or any other regulations which may have been made, from any of the requirements of the said regulations applicable to the ship when plying on international voyages, and that she is constructed and equipped in accordance with the remaining requirements, he shall cause to be issued in respect of the ship—

(a) an exemption certificate and a cargo ship safety construction certificate if the matters from which the ship is exempt relate to such latter certificate; and

(b) an exemption certificate and a cargo ship safety equipment certificate, if the matters from which the ship is exempt relate to such latter certificate;

(3) that a ship (other than a passenger ship) to which the Safety Convention applies and which, in terms of this Act, is required to be registered, is equipped in accordance with all the requirements of the

met botsings en enige ander regulasies wat uitgevaardig is en wat op die skip van toepassing is wanneer dit op internasionale reise of op kort internasionale reise vaar, gebou en toegerus is, laat hy ten aansien van daardie skip 'n passasierskipveiligheidsertifikaat vir 'n internasionale reis of 'n kort internasionale reis, na gelang van die geval, uitreik;"

(b) deur paragraaf (b) te skrap; en

(c) deur paragraaf (c) deur die volgende paragraaf te vervang:

„(c) dat 'n passasierskip wat volgens hierdie Wet geregistreer moet wees, uit hoofde van die beoefening deur hom van 'n bevoegdheid aan hom verleen deur die regulasies in verband met konstruksie, die regulasies vir reddingsuitrusting, die radio-regulasies, die regulasies in verband met botsings of enige ander regulasies wat uitgevaardig is, vrygestel is van een of ander van die vereistes van gemelde regulasies wat op die skip van toepassing is wanneer dit op internasionale reise of op kort internasionale reise vaar of in een of ander spesiale passasiersvervoer op daardie reise gebruik word, en dat dit ooreenkomstig die oorblywende vereistes gebou en toegerus is, laat hy ten aansien van daardie skip 'n vrystellingsertifikaat en 'n passasierskipveiligheidsertifikaat uitreik.”

11. Artikel honderd drie-en-negentig van die Hoofwet word hierby gewysig—

Wysiging van artikel 193 van Wet 57 van 1951.

(a) deur paragrawe (1), (2), (3) en (4) deur die volgende paragrawe te vervang:

„(1) dat 'n skip (behalwe 'n passasierskip) waarop die Veiligheidskonvensie van toepassing is en wat volgens hierdie Wet geregistreer moet wees, ooreenkomstig al die vereistes van die regulasies in verband met konstruksie, die regulasies vir reddingsuitrusting, die regulasies in verband met botsings en enige ander regulasies wat uitgevaardig is en wat op die skip van toepassing is wanneer dit op internasionale reise vaar, gebou en toegerus is, laat hy ten aansien van daardie skip—

(a) 'n vragskipveiligheidskonstruksiesertifikaat uitreik met betrekking tot die aangeleenthede wat van toepassing is op die uitreiking van so 'n sertifikaat; en

(b) 'n vragskipveiligheidsuitrustingsertifikaat uitreik met betrekking tot die aangeleenthede wat van toepassing is op die uitreiking van so 'n sertifikaat;

(2) dat 'n skip (behalwe 'n passasierskip) waarop die Veiligheidskonvensie van toepassing is en wat volgens hierdie Wet geregistreer moet wees, uit hoofde van die beoefening deur hom van 'n bevoegdheid aan hom verleen deur die regulasies in verband met konstruksie, die regulasies vir reddingsuitrusting, die regulasies in verband met botsings of enige ander regulasies wat uitgevaardig is, vrygestel is van een of ander van die vereistes van gemelde regulasies wat op die skip van toepassing is wanneer dit op internasionale reise vaar, en dat dit ooreenkomstig die oorblywende vereistes gebou en toegerus is, laat hy ten aansien van daardie skip—

(a) 'n vrystellingsertifikaat en 'n vragskipveiligheidskonstruksiesertifikaat uitreik, as die aangeleenthede waarvan die skip vrygestel is betrekking het op die laasgenoemde sertifikaat; en

(b) 'n vrystellingsertifikaat en 'n vragskipveiligheidsuitrustingsertifikaat uitreik, as die aangeleenthede waarvan die skip vrygestel is betrekking het op die laasgenoemde sertifikaat;

(3) dat 'n skip (behalwe 'n passasierskip) waarop die Veiligheidskonvensie van toepassing is en wat volgens hierdie Wet geregistreer moet wees, ooreenkomstig al die vereistes van die radio-

radio regulations applicable to the ship when plying on international voyages, he shall cause to be issued in respect of the ship—

- (a) if she is equipped with a radiotelegraph installation, a cargo ship safety radiotelegraphy certificate; or
 - (b) if she is equipped with a radiotelephone installation, a cargo ship safety radiotelephony certificate;
- (4) that a ship (other than a passenger ship) to which the Safety Convention applies and which, in terms of this Act, is required to be registered is exempt, by virtue of the exercise by him of a power conferred on him by the radio regulations, from any or all of the requirements of the said regulations applicable to the ship when plying on international voyages, and that she is equipped in accordance with the remaining requirements (if any), he shall cause to be issued in respect of the ship—
- (a) an exemption certificate; and
 - (b) in the case of a ship which is not exempt from all the said requirements—
 - (i) if she is equipped with a radiotelegraph installation, a cargo ship safety radiotelegraphy certificate; or
 - (ii) if she is equipped with a radiotelephone, a cargo ship safety radiotelephony certificate.”; and
- (b) by the deletion of paragraph (5).

Amendment of section 194 of Act 57 of 1951.

12. Section *one hundred and ninety-four* of the principal Act is hereby amended—

(a) by the substitution for paragraph (a) of sub-section (1) of the following paragraph:

“(a) is constructed and equipped in accordance with all the requirements of the construction regulations, the life-saving equipment regulations, the radio regulations, the collision regulations and any other regulations which may have been made, which are applicable to the vessel when engaged in the voyages or the operations in which it is intended that she shall be engaged, he shall cause to be issued in respect of the vessel a local general safety certificate stating that she is so constructed and equipped, and specifying the voyages or the operations in which the vessel is by the certificate authorized to be engaged;”;

(b) by the substitution for sub-paragraph (ii) of paragraph (b) of the said sub-section of the following sub-paragraph:

“(ii) a local general safety certificate stating that the vessel is constructed and equipped in accordance with the remaining requirements;”;

(c) by the substitution for sub-paragraph (i) of paragraph (b) of sub-section (2) of the following sub-paragraph:

“(i) to which the Safety Convention does not apply and which are intended to be engaged in international voyages; or”.

Amendment of section 195 of Act 57 of 1951.

13. Section *one hundred and ninety-five* of the principal Act is hereby amended by the substitution for sub-sections (2) and (3) of the following sub-sections:

“(2) Every passenger ship safety certificate, cargo ship safety equipment certificate or local general safety certificate shall state the maximum number of persons which the vessel is fit to carry, distinguishing, if necessary, between the respective numbers to be carried on the deck and in the cabins and in different parts of the deck and cabins, and any conditions and variations to which those numbers shall be subject according to the time of the year, the nature of the voyage, the cargo carried, or other circumstances, as the case requires.

(3) Every local general safety certificate shall state the limits, if any, beyond which the vessel is not fit to proceed, and such other particulars as may be prescribed.”.

regulasies wat op die skip van toepassing is wanneer dit op internasionale reise vaar, toegerus is, laat hy ten aansien van die skip—

(a) as dit met 'n radiotelegrafiese installasie toegerus is, 'n vragskipveiligheidsradiotelegrafiesertifikaat uitreik; of

(b) as dit met 'n radiotelefooninstallasie toegerus is, 'n vragskipveiligheidsradiotelefoniesertifikaat uitreik;

(4) dat 'n skip (behalwe 'n passasierskip) waarop die Veiligheidskonvensie van toepassing is en wat volgens hierdie Wet geregistreer moet wees, uit hoofde van die beoefening deur hom van 'n bevoegdheid aan hom verleen deur die radio-regulasies, vrygestel is van die een of ander van of al die vereistes van gemelde regulasies wat op die skip van toepassing is wanneer dit op internasionale reise vaar, en dat dit ooreenkomstig die oorblywende vereistes (as daar is) toegerus is, laat hy ten aansien van die skip—

(a) 'n vrystellingsertifikaat uitreik; en

(b) in die geval van 'n skip wat nie van al gemelde vereistes vrygestel is nie—

(i) as dit met 'n radiotelegrafiese installasie toegerus is, 'n vragskipveiligheidsradiotelegrafiesertifikaat uitreik; of

(ii) as dit met 'n radiotelefoon toegerus is, 'n vragskipveiligheidsradiotelefoniesertifikaat uitreik.”; en

(b) deur paragraaf (5) te skrap.

12. Artikel *honderd vier-en-negentig* van die Hoofwet word hierby gewysig—

Wysiging van artikel 194 van Wet 57 van 1951.

(a) deur paragraaf (a) van sub-artikel (1) deur die volgende paragraaf te vervang:

„(a) ooreenkomstig al die vereistes van die regulasies in verband met konstruksie, die regulasies vir reddingsuitrusting, die radio-regulasies, die regulasies in verband met botsings en enige ander regulasies wat uitgevaardig is en wat op die vaartuig van toepassing sou wees wanneer dit gebruik word op die reise waarop of vir die werk waarvoor dit bestem is om gebruik te word, gebou en toegerus is, laat hy ten aansien van die vaartuig 'n plaaslike algemene veiligheidssertifikaat uitreik, waarin verklaar word dat die vaartuig aldus gebou en toegerus is, en waarin vermeld word die reise waarop en die werk waarvoor die sertifikaat vir die gebruik van die vaartuig magtiging verleen;”;

(b) deur sub-paragraaf (ii) van paragraaf (b) van genoemde sub-artikel deur die volgende sub-paragraaf te vervang:

„(ii) 'n plaaslike algemene veiligheidssertifikaat uitreik, waarin verklaar word dat die vaartuig ooreenkomstig die oorblywende vereistes gebou en toegerus is.”; en

(c) deur sub-paragraaf (i) van paragraaf (b) van sub-artikel (2) deur die volgende sub-paragraaf te vervang:

„(i) waarop die Veiligheidskonvensie nie van toepassing is nie en wat bestem is om op internasionale reise gebruik te word; of”.

13. Artikel *honderd vyf-en-negentig* van die Hoofwet word hierby gewysig deur sub-artikels (2) en (3) deur die volgende sub-artikels te vervang:

Wysiging van artikel 195 van Wet 57 van 1951.

„(2) Elke passasierskipveiligheidsertifikaat, vragskipveiligheidsuitrustingsertifikaat of plaaslike algemene veiligheidssertifikaat vermeld die maksimum-aantal persone wat die skip geskik is om te vervoer, met afsonderlike opgawes, as dit nodig is, van die getalle wat onderskeidelik op die dek en in die kajuite en in verskillende dele van die dek en kajuite vervoer moet word, en enige voorwaardes en wisselinge waaraan daardie getalle onderworpe is, na die jaargety, die aard van die reis, die vrag wat vervoer word, of ander omstandighede, al na die geval.

(3) Elke plaaslike algemene veiligheidssertifikaat vermeld die perke (as daar is) waarbuite die vaartuig nie geskik is om te vaar nie, en sodanige ander besonderhede as wat voorgeskryf word.”.

Amendment of section 197 of Act 57 of 1951.

14. Section *one hundred and ninety-seven* of the principal Act is hereby amended by the substitution for sub-sections (1) and (2) of the following sub-sections:

“(1) Subject to the provisions of this section, a safety convention certificate or a local safety certificate shall expire at the end of such period, not exceeding two years, in the case of a cargo ship safety equipment certificate or five years, in the case of a cargo ship safety construction certificate, or one year, in the case of any other certificate, from the date of its issue, as may be specified therein, or upon the giving of notice by the Secretary to the owner or master of the vessel that it has been cancelled.

(2) An exemption certificate shall not remain in force for a period longer than the period of the passenger ship safety certificate, the cargo ship safety construction certificate, the cargo ship safety equipment certificate, the cargo ship safety radiotelegraphy certificate, or the cargo ship safety radiotelephony certificate, and a local safety exemption certificate shall not remain in force for a period longer than the period of the local general safety certificate, issued in respect of the same vessel.”

Amendment of section 198 of Act 57 of 1951.

15. Section *one hundred and ninety-eight* of the principal Act is hereby amended by the substitution for paragraph (d) of sub-section (1) of the following paragraph:

“(d) the vessel no longer complies with all the requirements of the construction regulations, the life-saving equipment regulations, the radio regulations, the collision regulations and any other applicable regulations which may have been made, to the same extent to which she complied with those regulations when the certificate was issued.”

Amendment of section 200 of Act 57 of 1951, as amended by section 31 of Act 40 of 1963.

16. Section *two hundred* of the principal Act is hereby amended—

(a) by the substitution for paragraphs (a), (b), (c) and (d) of sub-section (1), of the following paragraphs:

“(a) if she is a passenger ship engaged in an international voyage, a passenger ship safety certificate appropriate to the voyage in which she is engaged, and if an exemption certificate has been issued, such exemption certificate; or

(b) if she is a passenger ship not engaged in an international voyage, a local general safety certificate appropriate to the voyage in which she is engaged, and if a local safety exemption certificate has been issued, such local safety exemption certificate; or

(c) if she is a ship (other than a passenger ship) to which the Safety Convention applies and engaged in an international voyage—

(i) a cargo ship safety construction certificate and if an exemption certificate has been issued, such exemption certificate; and

(ii) a cargo ship safety equipment certificate and if an exemption certificate has been issued, such exemption certificate; and

(iii) a cargo ship safety radiotelegraphy certificate and if an exemption certificate has been issued, such exemption certificate; or

(iv) a cargo ship safety radiotelephony certificate and if an exemption certificate has been issued, such exemption certificate; or

(v) an exemption certificate, if the ship is exempt from all the requirements of the radio regulations; or

(d) if she is a ship (other than a passenger ship) not engaged in an international voyage or a ship (other than a passenger ship) to which the Safety Convention does not apply and engaged in an international voyage, a local general safety certificate appropriate to the voyage in which she is engaged, and if a local safety exemption certificate has been issued, such local safety exemption certificate.”; and

(b) by the substitution for sub-section (3) of the following sub-section:

“(3) The Minister may authorize the owner or master of a passenger ship registered in the Republic to cause the ship to proceed to sea from a port in the Republic on an international voyage not exceeding

14. Artikel *honderd sewe-en-negentig* van die Hoofwet word hierby gewysig deur sub-artikels (1) en (2) deur die volgende sub-artikels te vervang:

„(1) Onderworpe aan die bepalings van hierdie artikel verstryk 'n veiligheidskonvensiesertifikaat of 'n plaaslike veiligheidssertifikaat aan die einde van sodanige tydperk, hoogstens twee jaar, in die geval van 'n vragskipveiligheidsuitrustingsertifikaat, of vyf jaar, in die geval van 'n vragskipveiligheidskonstruksiesertifikaat, of een jaar, in die geval van enige ander sertifikaat, vanaf sy uitreikingsdatum as wat daarin vermeld word, of wanneer die Sekretaris aan die eenaar of gesagvoerder van die vaartuig kennis gee dat dit gekanselleer is.

(2) 'n Vrystellingsertifikaat bly nie geldig nie vir 'n langer tydperk as die tydperk van die passasierskipveiligheidsertifikaat, die vragskipveiligheidskonstruksiesertifikaat, die vragskipveiligheidsuitrustingsertifikaat, die vragskipveiligheidsradiotelegrafiesertifikaat, of die vragskipveiligheidsradiotelefoniesertifikaat, en 'n plaaslike veiligheidsvrystellingsertifikaat bly nie geldig nie vir 'n langer tydperk as die tydperk van die plaaslike algemene veiligheidssertifikaat, wat ten aansien van dieselfde vaartuig uitgereik is.”

15. Artikel *honderd agt-en-negentig* van die Hoofwet word hierby gewysig deur paragraaf (d) van sub-artikel (1) deur die volgende paragraaf te vervang: Wysiging van artikel 198 van Wet 57 van 1951.

„(d) die vaartuig nie meer aan al die vereistes van die regulasies in verband met konstruksie, die regulasies vir reddingsuitrusting, die radio-regulasies, die regulasies in verband met botsings en enige ander toepaslike regulasies wat uitgevaardig is, in dieselfde mate voldoen nie as wat dit voldoen het toe die sertifikaat uitgereik is.”

16. Artikel *tweehonderd* van die Hoofwet word hierby gewysig—

(a) deur paragrafe (a), (b), (c) en (d) van sub-artikel (1) deur die volgende paragrafe te vervang:

„(a) as dit 'n passasierskip is wat op 'n internasionale reis gebruik word, 'n passasierskipveiligheidsertifikaat wat van pas is by die reis waarop dit gebruik word, en as 'n vrystellingsertifikaat uitgereik is, daardie vrystellingsertifikaat; of

(b) as dit 'n passasierskip is wat nie op 'n internasionale reis gebruik word nie, 'n plaaslike algemene veiligheidssertifikaat wat van pas is by die reis waarop dit gebruik word, en as 'n plaaslike veiligheidsvrystellingsertifikaat uitgereik is, daardie plaaslike veiligheidsvrystellingsertifikaat; of

(c) as dit 'n skip (behalwe 'n passasierskip) is waarop die Veiligheidskonvensie van toepassing is en wat op 'n internasionale reis gebruik word—

(i) 'n vragskipveiligheidskonstruksiesertifikaat en as 'n vrystellingsertifikaat uitgereik is, daardie vrystellingsertifikaat; en

(ii) 'n vragskipveiligheidsuitrustingsertifikaat en as 'n vrystellingsertifikaat uitgereik is, daardie vrystellingsertifikaat; en

(iii) 'n vragskipveiligheidsradiotelegrafiesertifikaat en as 'n vrystellingsertifikaat uitgereik is, daardie vrystellingsertifikaat; of

(iv) 'n vragskipveiligheidsradiotelefoniesertifikaat en as 'n vrystellingsertifikaat uitgereik is, daardie vrystellingsertifikaat; of

(v) 'n vrystellingsertifikaat, as die skip vrygestel is van al die vereistes van die radio-regulasies; of

(d) as dit 'n skip (behalwe 'n passasierskip) is wat nie op 'n internasionale reis gebruik word nie of 'n skip (behalwe 'n passasierskip) waarop die Veiligheidskonvensie nie van toepassing is nie en wat op 'n internasionale reis gebruik word, 'n plaaslike algemene veiligheidssertifikaat wat van pas is by die reis waarop dit gebruik word, en as 'n plaaslike veiligheidsvrystellingsertifikaat uitgereik is, daardie plaaslike veiligheidsvrystellingsertifikaat.”; en

(b) deur sub-artikel (3) deur die volgende sub-artikel te vervang:

„(3) Die Minister kan die eenaar of gesagvoerder van 'n passasierskip wat in die Republiek geregistreer is, magtig om die skip uit 'n hawe in die Republiek te

Wysiging van artikel 200 van Wet 57 van 1951, soos gewysig deur artikel 31 van Wet 40 van 1963.

twelve hundred nautical miles in length between the last port of call in the Republic and the final port of destination, provided there is on board and in force in respect of that ship a passenger ship safety certificate for a short international voyage and if an exemption certificate has been issued, such exemption certificate: and upon such authority being granted, the certificate or certificates referred to shall for the purposes of this section be deemed to be appropriate to such voyage, notwithstanding the fact that the distance between the said ports exceeds six hundred nautical miles.”.

Amendment of section 202 of Act 57 of 1951.

17. Section *two hundred and two* of the principal Act is hereby amended by the substitution for sub-section (2) of the following sub-section:

“(2) The Minister may, at the request of the Government of a country to which the Safety Convention applies, cause an appropriate safety convention certificate to be issued in respect of a ship registered in that country, if he is satisfied in like manner as in the case of a ship registered in the Republic, that the certificate can properly be issued: Provided that he may cause the certificate to be issued if he is satisfied that the ship is constructed and equipped in accordance with all the requirements of the construction regulations, the life-saving equipment regulations, the radio regulations and any other regulations which may have been made, which are applicable to the ship and to the voyages on which she is to be engaged, in so far as those requirements are requirements of the Safety Convention applicable as aforesaid, notwithstanding the fact (if it be so) that she is not constructed or equipped in accordance with any requirements of the said regulations that are not applicable requirements of the Safety Convention, and that she is equipped in accordance with the requirements of the collision regulations. A certificate issued in pursuance of such a request shall contain a statement that it has been so issued and shall have effect as if it had been issued by the Government of the country in which the ship is registered.”.

Amendment of section 203 of Act 57 of 1951, as amended by section 32 of Act 40 of 1963.

18. Section *two hundred and three* of the principal Act is hereby amended by the addition of the following sub-section:

“(7) A safety certificate issued in respect of a ship to which the Safety Convention does not apply by or under the authority of the Government of the country to which the ship belongs, being a country other than the Republic, shall have the same effect as a certificate issued under section *one hundred and ninety-four*: Provided that, if, after consideration of the report of a surveyor on an inspection of such ship, the Secretary is satisfied that she is not in the condition of seaworthiness indicated in such certificate, he may direct that the certificate be not recognized in the Republic, and thereafter the said certificate shall have no effect in the Republic.”.

Amendment of section 207 of Act 57 of 1951, as amended by section 26 of Act 30 of 1959.

19. Section *two hundred and seven* of the principal Act is hereby amended by the substitution for paragraph 1 of the following paragraph:

“1. if she is an international load line ship, and international load line certificate; or”.

Amendment of section 209 of Act 57 of 1951.

20. Section *two hundred and nine* of the principal Act is hereby amended by the substitution for sub-section (2) of the following sub-section:

“(2) The Minister or any person thereto authorized by him may grant an extension of any international load line certificate, and the Secretary may grant an extension of any local load line certificate, issued in respect of any ship registered under this Act, for a period not exceeding one month from the date when the certificate would, but for the extension, have expired, or, if the ship is absent from the Republic on that date, for a period not exceeding five months from that date.”.

Amendment of section 210 of Act 57 of 1951.

21. Section *two hundred and ten* of the principal Act is hereby amended by the substitution in sub-section (1) for all the words preceding paragraph (a) of the following words:

laat uitvaar op 'n internasionale reis waarop die afstand tussen die laaste aandoenhawe in die Republiek en die uiteindelijke bestemmingshawe nie meer as twaalfhonderd seemyl sal wees nie, mits daar aan boord van die skip en ten aansien daarvan van krag is 'n passasierskipveiligheidsertifikaat vir 'n kort internasionale reis en as 'n vrystellingsertifikaat uitgereik is, daardie vrystellingsertifikaat; en wanneer sodanige magtiging verleen is, word die bedoelde sertifikaat of sertifikate geag van pas te wees by bedoelde reis, nieteenstaande die feit dat die afstand tussen gemelde hawens meer as seshonderd seemyl is."

17. Artikel *tweehonderd-en-twee* van die Hoofwet word hierby gewysig deur sub-artikel (2) deur die volgende sub-artikel te vervang: Wysiging van artikel 202 van Wet 57 van 1951.

„(2) Die Minister kan, op versoek van die Regering van 'n land waarop die Veiligheidskonvensie van toepassing is, 'n geskikte veiligheidskonvensiesertifikaat laat uitreik ten aansien van 'n skip wat in daardie land geregistreer is, as hy oortuig is, op dieselfde wyse as in die geval van 'n skip wat in die Republiek geregistreer is, dat die sertifikaat gevoeglik uitgereik kan word: Met dien verstande dat hy die sertifikaat kan laat uitreik as hy oortuig is dat die skip ooreenkomstig al die vereistes van die regulasies in verband met konstruksie, die regulasies vir reddingsuitrusting, die radio-regulasies en enige ander regulasies wat uitgevaardig is en wat op die skip van toepassing is en op die reise waarop die skip bestem is om gebruik te word, gebou en toegerus is, vir sover daardie vereistes vereistes is van die Veiligheidskonvensie wat soos voormeld van toepassing is, ondanks die feit (as dit wel 'n feit is) dat die skip nie ooreenkomstig enige vereistes van gemelde regulasies wat nie toepaslike vereistes van die Veiligheidskonvensie is nie, gebou of toegerus is nie, en dat die skip ooreenkomstig die vereistes van die regulasies in verband met botsings toegerus is. 'n Sertifikaat uitgereik ingevolge so 'n versoek bevat 'n verklaring dat dit aldus uitgereik is, en het dieselfde uitwerking asof dit deur die Regering van die land waarin die skip geregistreer is, uitgereik was."

18. Artikel *tweehonderd-en-drie* van die Hoofwet word hierby gewysig deur die volgende sub-artikel by te voeg: Wysiging van artikel 203 van Wet 57 van 1951, soos gewysig deur artikel 32 van Wet 40 van 1963.

„(7) 'n Veiligheidsertifikaat uitgereik ten aansien van 'n skip waarop die Veiligheidskonvensie nie van toepassing is nie deur of op gesag van die Regering van die land waaraan die skip behoort, synde 'n ander land as die Republiek, het dieselfde uitwerking as 'n sertifikaat uitgereik kragtens artikel *honderd vier-en-negentig*: Met dien verstande dat as, na oorweging van die verslag van 'n opnemer oor 'n inspeksie van daardie skip, die Sekretaris oortuig is dat dit nie in die toestand van seewaardigheid is wat in daardie sertifikaat aangetoon word nie, hy kan gelas dat die sertifikaat nie in die Republiek erken word nie, en daarna het gemelde sertifikaat geen uitwerking in die Republiek nie."

19. Artikel *tweehonderd-en-sewe* van die Hoofwet word hierby gewysig deur paragraaf 1 deur die volgende paragraaf te vervang: Wysiging van artikel 207 van Wet 57 van 1951, soos gewysig deur artikel 26 van Wet 30 van 1959.

„1. as d. 'n internasionale laslynskip is, 'n internasionale laslynsertifikaat; of"

20. Artikel *tweehonderd-en-nege* van die Hoofwet word hierby gewysig deur sub-artikel (2) deur die volgende sub-artikel te vervang: Wysiging van artikel 209 van Wet 57 van 1951.

„(2) Die Minister of 'n daartoe deur hom gemagtigde persoon kan verlenging van 'n internasionale laslynsertifikaat, en die Sekretaris kan verlenging van 'n plaaslike laslynsertifikaat, wat ten aansien van 'n kragtens hierdie Wet geregistreerde skip uitgereik is, toestaan vir 'n tydperk van hoogstens een maand vanaf die datum waarop die sertifikaat, was dit nie vir die verlenging nie, sou verstryk het, of, as die skip op daardie datum uit die Republiek afwesig is, vir 'n tydperk van hoogstens vyf maande vanaf daardie datum."

21. Artikel *tweehonderd-en-tien* van die Hoofwet word hierby gewysig deur al die woorde in sub-artikel (1) wat paragraaf (a) voorafgaan, deur die volgende woorde te vervang: Wysiging van artikel 210 van Wet 57 van 1951.

“(1) The Minister may direct that an international load line certificate be cancelled, and the Secretary may direct that a local load line certificate be cancelled, if he is satisfied that—”.

Amendment of section 212 of Act 57 of 1951, as amended by section 27 of Act 30 of 1959 and section 35 of Act 40 of 1963.

22. Section *two hundred and twelve* of the principal Act is hereby amended by the substitution for paragraphs (a) and (b) of the following paragraphs:

- “(a) If the voyage which she is undertaking is an international voyage—
- (i) in the case of an international load line ship, an international load line certificate; or
 - (ii) in the case of a local load line ship, a local load line certificate,
- or, in either case, a load line exemption certificate issued under section *two hundred and four*; or
- (b) if the voyage which she is undertaking is not an international voyage, an international load line certificate, a local load line certificate or a load line exemption certificate issued under section *two hundred and four*.”.

Substitution of section 215 of Act 57 of 1951.

23. The following section is hereby substituted for section *two hundred and fifteen* of the principal Act:

“Issue of international load line certificate by one Government at request of another. 215. (1) The Minister may request the Government of a country to which the Load Line Convention applies to issue an international load line certificate in respect of a load line ship registered in the Republic; and a certificate issued in pursuance of such a request shall contain a statement that it has been so issued, and shall be deemed to have been issued under paragraph 1 of section *two hundred and seven*.

(2) The Minister may, at the request of a country to which the Load Line Convention applies, cause an international load line certificate to be issued in respect of a load line ship registered in that country, if he is satisfied, in like manner as in the case of a ship registered in the Republic, that the certificate can properly be issued: Provided that he may cause the certificate to be issued if he is satisfied that the ship is marked with deck lines and load lines in accordance with the requirements of the load line regulations in so far as those requirements are requirements of the Load Line Convention, notwithstanding the fact (if it be so) that she is not marked with deck lines and load lines in accordance with any requirements of the said regulations that are not requirements of the Load Line Convention. A certificate issued in pursuance of such a request shall contain a statement that it has been so issued, and shall have effect as if it had been issued by the Government of the country in which the ship is registered.”.

Amendment of section 216 of Act 57 of 1951, as amended by section 36 of Act 40 of 1963.

24. Section *two hundred and sixteen* of the principal Act is hereby amended—

- (a) by the substitution in sub-section (1) for all the words preceding paragraph (a) of the following words:
- “(1) If a recognized non-South African international load line certificate is produced in respect of a load line ship which is registered in a country (other than the Republic) to which the Load Line Convention applies and is at a place within the Republic or the territorial waters thereof, a surveyor's powers of inspecting the ship with respect to load line shall be limited to ascertaining—”; and
- (b) by the substitution for sub-section (5) of the following sub-section:
- “(5) If a recognized non-South African international load line certificate is not produced to the surveyor on such demand as aforesaid, the surveyor shall have the same power of inspecting the ship, for the purpose of seeing that the provisions of this Part have been complied with, as if the ship were a ship registered in the Republic.”.

Amendment of section 219 of Act 57 of 1951, as amended by section 38 of Act 40 of 1963.

25. Section *two hundred and nineteen* of the principal Act is hereby amended by the substitution for sub-paragraph (i) of paragraph (a) of the following sub-paragraph:

- “(i) is engaged in an international voyage, a recognized

„(1) Die Minister kan gelas dat 'n internasionale laslynsertifikaat gekanselleer word, en die Sekretaris kan gelas dat 'n plaaslike laslynsertifikaat gekanselleer word, as hy oortuig is dat—”.

22. Artikel *tweehonderd-en-twaalf* van die Hoofwet word hierby gewysig deur paragrawe (a) en (b) deur die volgende paragrawe te vervang:

Wysiging van artikel 212 van Wet 57 van 1951, soos gewysig deur artikel 27 van Wet 30 van 1959 en artikel 35 van Wet 40 van 1963.

- „(a) as die reis wat die skip onderneem 'n internasionale reis is—
- (i) in die geval van 'n internasionale laslynskip, 'n internasionale laslynsertifikaat; of
 - (ii) in die geval van 'n plaaslike laslynskip, 'n plaaslike laslynsertifikaat,
- of, in albei gevalle, 'n kragtens artikel *tweehonderd-en-vier* uitgereikte laslynvystellingsertifikaat; of
- (b) as die reis wat die skip onderneem nie 'n internasionale reis is nie, 'n internasionale laslynsertifikaat, 'n plaaslike laslynsertifikaat of 'n laslynvystellingsertifikaat uitgereik kragtens artikel *tweehonderd-en-vier*.”.

23. Artikel *tweehonderd-en-vyftien* van die Hoofwet word hierby deur die volgende artikel vervang:

Wysiging van artikel 215 van Wet 57 van 1951.

„Uitreiking van internasionale laslynsertifikaat deur een Regering op versoek van 'n ander. 215. (1) Die Minister kan die Regering van 'n land waarop die Laslynkonvensie van toepassing is, versoek om 'n internasionale laslynsertifikaat ten aansien van 'n laslynskip wat in die Republiek geregistreer is, uit te reik; en 'n sertifikaat uitgereik ingevolge so 'n versoek bevat 'n verklaring dat dit aldus uitgereik is, en word geag uitgereik te wees kragtens paragraaf 1 van artikel *tweehonderd-en-sewe*.

(2) Die Minister kan op versoek van die Regering van 'n land waarop die Laslynkonvensie van toepassing is, 'n internasionale laslynsertifikaat laat uitreik ten aansien van 'n laslynskip wat in daardie land geregistreer is, as hy oortuig is, op dieselfde wyse as in die geval van 'n skip wat in die Republiek geregistreer is, dat die sertifikaat gevoeglik uitgereik kan word: Met dien verstande dat hy die sertifikaat kan laat uitreik as hy oortuig is dat die skip ooreenkomstig die vereistes van die laslynregulasies met deklyne en laslyne gemerk is, vir sover as daardie vereistes vereistes is van die Laslynkonvensie, ondanks die feit (as dit wel 'n feit is) dat die skip nie ooreenkomstig enige vereistes van gemelde regulasies wat nie vereistes van die Laslynkonvensie is nie, met deklyne en laslyne gemerk is nie. 'n Sertifikaat uitgereik ingevolge so 'n versoek bevat 'n verklaring dat dit aldus uitgereik is, en het dieselfde uitwerking asof dit deur die Regering van die land waarin die skip geregistreer is, uitgereik was.”.

24. Artikel *tweehonderd-en-sestien* van die Hoofwet word hierby gewysig—

Wysiging van artikel 216 van Wet 57 van 1951, soos gewysig deur artikel 36 van Wet 40 van 1963.

- (a) deur al die woorde in sub-artikel (1) wat paragraaf (a) voorafgaan deur die volgende woorde te vervang:
- „(1) As 'n erkende nie-Suid-Afrikaanse internasionale laslynsertifikaat ten aansien van 'n laslynskip wat geregistreer is in 'n land (behalwe die Republiek) waarop die Laslynkonvensie van toepassing is, en wat op 'n plek in die Republiek of die Republiek se territoriale waters is, vertoon word, is die bevoegdheid van 'n opnemer om die skip te ondersoek ten opsigte van die laslyn beperk tot die vasstelling—”; en
- (b) deur sub-artikel (5) deur die volgende sub-artikel te vervang:
- „(5) As 'n erkende nie-Suid-Afrikaanse internasionale laslynsertifikaat nie aan die opnemer vertoon word wanneer hy soos tevore vermeld daarom versoek nie, het die opnemer dieselfde bevoegdheid om die skip te ondersoek ten einde vas te stel of die bepalings van hierdie Deel nagekom is, asof die skip 'n skip is wat in die Republiek geregistreer is.”.

25. Artikel *tweehonderd-en-negentien* van die Hoofwet word hierby gewysig deur sub-paragraaf (i) van paragraaf (a) deur die volgende sub-paragraaf te vervang:

Wysiging van artikel 219 van Wet 57 van 1951, soos gewysig deur artikel 38 van Wet 40 van 1963.

- „(i) op 'n internasionale reis gebruik word, 'n erkende

non-South African international load line certificate or a certificate issued under sub-section (2) of section *two hundred and fifteen*; or”.

Amendment of section 220 of Act 57 of 1951, as amended by section 39 of Act 40 of 1963.

26. Section *two hundred and twenty* of the principal Act is hereby amended by the substitution for paragraph (a) of the following paragraph:

“(a) in the case of a ship in respect of which there is produced a recognized non-South African international load line certificate, the load line appearing by the certificate to indicate the maximum depth to which the ship is for the time being entitled under the Load Line Convention to be loaded; or”.

Amendment of section 223 of Act 57 of 1951.

27. Section *two hundred and twenty-three* of the principal Act is hereby amended by the substitution for sub-section (1) of the following sub-section:

“(1) If upon the inspection of a vessel a surveyor finds that the provisions of section *seventy-three* or *two hundred and twenty-one* are not being complied with, or that the vessel is not equipped as required by the construction regulations, the life-saving equipment regulations, the radio regulations, the collision regulations or any other applicable regulations which may have been made, or not marked as required by the load line regulations, or that the equipment is not in a good condition, or that the deck lines or load lines are not being properly maintained, or that the qualified staff required by the radio regulations for the operation of the radio installation is not provided, he shall give notice in writing to that effect to the owner or master, pointing out the deficiencies or defects and requiring that they be made good.”.

Amendment of section 239 of Act 57 of 1951.

28. Section *two hundred and thirty-nine* of the principal Act is hereby amended by the substitution for sub-section (1) of the following sub-section:

“(1) If any alteration has been made in, or any damage has been sustained by, a South African ship so material as to affect her seaworthiness or her efficiency, whether in her hull, equipment or machinery, or her compliance with such of the construction regulations, the life-saving equipment regulations, the radio regulations, the collision regulations, the load line regulations or any other regulations which may have been made, as apply to her, the owner or master shall, as soon as possible, forward a report to the Secretary, giving full particulars of the alteration or damage.”.

Insertion of section 343bis in Act 57 of 1951.

29. The following section is hereby inserted in the principal Act after section *three hundred and forty-three*:

“Indemnification of the State and certain persons in the employ of the State. **343bis.** Notwithstanding anything to the contrary in any law contained, the State and its officers and employees acting in the performance of their duty shall not be liable for—

(a) any loss or damage caused by the death of, or injury to, any person while conveyed in any vessel owned, operated or chartered by the State through its Department of Transport, or while entering or embarking upon or being in such vessel for the purpose of being conveyed in it, or while being in or alighting from such vessel after having been conveyed in it, if that person was so conveyed or to be so conveyed otherwise than in the performance of his duty as an officer or employee of the State and otherwise than for reward; or

(b) any loss of or damage to any goods conveyed in such a vessel otherwise than in the interests of the State and otherwise than for reward.”.

Short title and commencement.

30. This Act shall be called the Merchant Shipping Amendment Act, 1965, and shall come into operation on a date to be fixed by the State President by proclamation in the *Gazette*: Provided that the State President may from time to time by proclamation in the *Gazette* bring into operation only such portions of this Act as he may specify in such proclamation.

nie-Suid-Afrikaanse internasionale laslynsertifikaat of 'n sertifikaat uitgereik kragtens sub-artikel (2) van artikel tweehonderd-en-vyftien; of”.

26. Artikel tweehonderd-en-twintig van die Hoofwet word hierby gewysig deur paragraaf (a) deur die volgende paragraaf te vervang:

Wysiging van artikel 220 van Wet 57 van 1951, soos gewysig deur artikel 39 van Wet 40 van 1963.

„(a) in die geval van 'n skip ten aansien waarvan 'n erkende nie-Suid-Afrikaanse internasionale laslynsertifikaat vertoon word, die laslyn wat volgens die sertifikaat die maksimumdiepte aandui tot waar die skip volgens die Laslynkonvensie op die oomblik gelaai mag word; of”.

27. Artikel tweehonderd drie-en-twintig van die Hoofwet word hierby gewysig deur sub-artikel (1) deur die volgende sub-artikel te vervang:

Wysiging van artikel 223 van Wet 57 van 1951.

„(1) Indien by ondersoek van 'n vaartuig 'n opnemer bevind dat aan die bepalinge van artikel drie-en-sewentig of tweehonderd een-en-twintig nie voldoen word nie, of dat die vaartuig nie ooreenkomstig die vereistes van die regulasies in verband met konstruksie, die regulasies vir reddingsuitrusting, die radio-regulasies, die regulasies in verband met botsing of enige ander toepaslike regulasies wat uitgevaardig is, toegerus is nie, of nie ooreenkomstig die vereistes van die laslynregulasies gemerk is nie, of dat die uitrusting nie in 'n goeie toestand is nie, of dat die dekllyn of laslyne nie behoorlik in stand gehou word nie, of dat voorsiening nie gemaak is nie vir die bevoegde personeel wat deur die radio-regulasies vir die hantering van die radio-installasie vereis word, gee hy skriftelik daarvan kennis aan die eienaar of gesagvoerder, vermeld in die kennisgewing die tekortkomings of gebreke en gelas dat hulle aangevul of uit die weg geruim moet word.”.

28. Artikel tweehonderd nege-en-dertig van die Hoofwet word hierby gewysig deur sub-artikel (1) deur die volgende sub-artikel te vervang:

Wysiging van artikel 239 van Wet 57 van 1951.

„(1) Indien 'n verandering aan 'n Suid-Afrikaanse skip aangebring is, of indien 'n Suid-Afrikaanse skip opgedoen het van so 'n aard dat dit die skip se seewaardigheid of sy doeltreffendheid wesentlik beïnvloed, hetsy in sy romp, uitrusting of masjinerie, of in sy voldoening aan die regulasies in verband met konstruksie, die regulasies vir reddingsuitrusting, radio-regulasies, die regulasies in verband met botsings, die laslynregulasies of enige ander uitgevaardigde regulasies van toepassing op die skip, stuur die einaar of gesagvoerder so gou moontlik 'n verslag aan die Sekretaris waarin volledige besonderhede van die verandering of skade verstrek word.”.

29. Die volgende artikel word hierby in die Hoofwet na artikel driehonderd drie-en-veertig ingevoeg:

Invoeging van artikel 343bis in Wet 57 van 1951.

„Vrywaring van die Staat en sekere persone in diens van die Staat.

343bis. Ondanks enige andersluidende regsbe-palings, is die Staat, en sy beamptes en werknemers by die verrigting van hul pligte, nie aanspreeklik nie vir—

(a) enige verlies of skade veroorsaak deur die dood of besering van enige persoon terwyl hy vervoer is in 'n vaartuig wat die Staat deur middel van sy Departement van Vervoer besit, eksploiteer of huur, of terwyl hy so 'n vaartuig binnegaan of bestyg of daarin is met die doel om daarin vervoer te word, of terwyl hy in so 'n vaartuig is of daarvan afklim nadat hy daarin vervoer is, as daardie persoon aldus vervoer is, of aldus vervoer sou word, anders as in die verrigting van sy pligte as 'n beampte of werknemer van die Staat en anders as teen beloning; of

(b) enige verlies van of skade aan goedere wat in so 'n vaartuig vervoer is anders as in die belang van die Staat en anders as teen beloning.”.

30. Hierdie Wet heet die Wysigingswet op Handelskeepvaart, 1965, en tree in werking op 'n datum wat die Staatspresident by proklamasie in die Staatskoerant bepaal: Met dien verstande dat die Staatspresident van tyd tot tyd by proklamasie in die Staatskoerant net dié gedeeltes van hierdie Wet in werking kan stel wat hy in bedoelde proklamasie bepaal.

Kort titel en inwerkingtreding.

No. 14, 1965.]

ACT

To apply a further sum not exceeding sixty-two million eight hundred and twenty-one thousand one hundred rand from the Railway and Harbour Fund for the services of the railways and harbours for the year ending the thirty-first day of March, 1965.

(English text signed by the State President.)
(Assented to 4th March, 1965.)

BE IT ENACTED by the State President, the Senate and the House of Assembly of the Republic of South Africa, as follows:—

Railway and Harbour Fund charged with R62,821,100.

1. The Railway and Harbour Fund is hereby charged with such sums of money as may be required for the services of the railways and harbours of the Republic for the year ending the thirty-first day of March, 1965, not exceeding in the whole for revenue services the sum of thirty million three hundred and forty-seven thousand two hundred rand and for capital and betterment services the sum of thirty-two million four hundred and seventy-three thousand nine hundred rand in addition to the sums provided by the Railways and Harbours Appropriation Act, 1964 (Act No. 28 of 1964).

How moneys to be applied.

2. The moneys appropriated by this Act shall be applied to the purposes set forth in the First and Second Schedules to this Act, and more particularly specified in the Estimates of Additional Expenditure [R.P. 3—1965] and the Estimates of Additional Expenditure [R.P. 4—1965] for the said year as approved by Parliament.

Minister may authorize variations.

3. (1) With the approval of the Minister of Transport a saving on any of the heads set out in column 1 of the First Schedule to this Act may be made available for any excess of expenditure on any other head appearing in column 1 of the First Schedule to the Railways and Harbours Appropriation Act, 1964 (Act No. 28 of 1964), and similarly a saving on any one of the heads set out in column 1 of the Second Schedule to this Act may be made available for any excess of expenditure on any other head appearing in column 1 of the Second Schedule to the said Act.

(2) No excess shall be incurred on any sum appearing in column 2 of either the First or the Second Schedule to this Act, and savings thereon shall not be available for any purpose other than that for which the money is hereby appropriated as indicated in those Schedules.

Sources from which moneys appropriated will be provided.

4. The moneys appropriated by this Act for capital and betterment services shall be provided from the sources set out in the Third Schedule to this Act.

Short title.

5. This Act shall be called the Railways and Harbours Additional Appropriation Act, 1965.

No. 14, 1965.]

WET

Tot aanwending van 'n verdere som van hoogstens twee-en-sestigmiljoen agthonderd een-en-twintigduisend eenhonderd rand uit die Spoorweg- en Hawefonds vir die dienste van die spoorweë en hawens vir die jaar wat op die een-en-dertigste dag van Maart 1965 eindig.

*(Engelse teks deur die Staatspresident geteken.)
(Goedgekeur op 4 Maart 1965.)*

DAAR WORD BEPAAL deur die Staatspresident, die Senaat en die Volksraad van die Republiek van Suid-Afrika, soos volg:—

1. Die Spoorweg- en Hawefonds word hierby belas met sodanige somme geld as wat nodig mag wees vir die dienste van die spoorweë en hawens van die Republiek gedurende die jaar wat op die een-en-dertigste dag van Maart 1965 eindig, maar gesamentlik ten bedrae van hoogstens dertigmiljoen driehonderd sewe-en-veertigduisend tweehonderd rand vir inkomstedienste en twee-en-dertigmiljoen vierhonderd drie-en-sewentigduisend negehonderd rand vir kapitaal- en verbeteringsdienste bo en behalwe die bedrae waarvoor voorsiening gemaak is deur die Spoorweg- en Hawebegrotingswet, 1964 (Wet No. 28 van 1964). Spoorweg- en
Hawefonds belas
met R62,821,100.

2. Die gelde deur hierdie Wet beskikbaar gestel moet aangewend word vir die doeleindes vermeld in die Eerste en Tweede Bylaes by hierdie Wet en nader omskrywe in die Begroting van Addisionele Uitgawe [R.P. 3—1965] en die Begroting van Addisionele Uitgawe [R.P. 4—1965] vir die genoemde jaar soos deur die Parlement goedgekeur. Hoe die gelde
bestee moet word.

3. (1) Met die goedkeuring van die Minister van Vervoer kan 'n besparing op die een of ander van die hoofde aangetoon in kolom 1 van die Eerste Bylae by hierdie Wet beskikbaar gestel word vir 'n oorskryding van uitgawe op 'n ander hoof wat voorkom in kolom 1 van die Eerste Bylae by die Spoorweg- en Hawebegrotingswet, 1964 (Wet No. 28 van 1964), en insgelyks kan 'n besparing op die een of ander van die hoofde aangetoon in kolom 1 van die Tweede Bylae by hierdie Wet beskikbaar gestel word vir 'n oorskryding van uitgawe op 'n ander hoof wat voorkom in kolom 1 van die Tweede Bylae by genoemde Wet. Minister kan af-
wykings magtig.

- (2) Geen bedrag wat voorkom in kolom 2 van die Eerste of die Tweede Bylae by hierdie Wet mag oorskry word nie, en besparings daarop mag vir geen ander doel as dié waarvoor die geld hierby beskikbaar gestel word, soos aangetoon in daardie Bylaes, aangewend word nie.

4. Die gelde wat deur hierdie Wet vir kapitaal- en verbeteringsdienste beskikbaar gestel word, moet uit die in die Derde Bylae by hierdie Wet vermelde bronne verskaf word. Bronne waaruit
beskibaargestelde
gelde verskaf sal
word.

5. Hierdie Wet heet die Addisionele Spoorweg- en Hawebegrotingswet, 1965. Kort titel.

First Schedule.

REVENUE SERVICES.

Head No.	Head.	Column 1.	Column 2.
	RAILWAYS.	R	R
	<i>Transportation Services—</i>		
1	General Charges	1,710,000	—
2	Maintenance of Permanent Way and Works	3,721,000	—
3	Maintenance of Rolling Stock	5,431,000	—
4	Running Expenses	4,309,000	—
5	Traffic Expenses	6,285,000	—
6	Superannuation	46,000	—
7	Cartage Services	992,000	—
8	Depreciation	3,755,988	—
	<i>Subsidiary Services—</i>		
12	Road Transport Service	296,000	—
13A	Pre-cooling Services	197,000	—
	<i>Net Revenue Account—</i>		
14	Interest on Capital	—	250,012
15	Interest on Superannuation and other Funds	—	6,000
17	Miscellaneous Expenditure	—	2,153,000
	HARBOURS.		
	<i>Transportation Services—</i>		
18	Maintenance of Assets	189,000	—
19	Operating Expenses	485,000	—
20	General Charges	37,500	—
	<i>Subsidiary Service—</i>		
23	Lighthouses, Beacons, Bells and Signal Stations	10,700	—
	AIRWAYS.		
	<i>Transportation Services—</i>		
28	Working and Maintenance	408,000	—
	<i>Net Revenue Account—</i>		
30	Miscellaneous Expenditure	—	60,000
	PIPE-LINE.		
	<i>Transportation Services—</i>		
30A	Working and Maintenance	5,000	—
	Total	R30,347,200	

Second Schedule.

CAPITAL AND BETTERMENT SERVICES.

Head No.	Head.	Column 1.	Column 2.
		R	R
1	Construction of Railways	—	317,900
2	New Works on Open Lines:		
	(a) Loan Funds, Betterment Fund, Capital Credits and Recoveries	11,800,400	—
	(b) Level Crossings Elimination Fund	—	260,000
3	Rolling Stock	10,489,700	—
4	Road Transport Service	102,900	—
5	Harbours	—	429,400
6	Airways	—	73,600
8	Working Capital	9,000,000	—
	Total	R32,473,900	

SUMMARY.

Revenue Services (First Schedule)	R 30,347,200
Capital and Betterment Services (Second Schedule)	32,473,900
	R62,821,100

Third Schedule.

SOURCES FROM WHICH THE ADDITIONAL FUNDS FOR CAPITAL AND BETTERMENT SERVICES WILL BE PROVIDED:

Additional Loan Funds	R 30,000,000
Savings on provision made by the Second Schedule to the Railways and Harbours Appropriation Act, 1964 (Act No. 28 of 1964):	
Head No. 2: New Works on Open Lines:	
(a) Loan Funds, Betterment Fund, Capital Credits and Recoveries	1,163,600
(b) Level Crossings Elimination Fund	260,000
Head No. 3: Rolling Stock	633,300
Head No. 5: Harbours	400,800
Head No. 6: Airways	16,200
	R32,473,900

Eerste Bylae.

INKOMSTEDIENSTE.

Hoof No.	Hoof.	Kolom 1.	Kolom 2.
	SPoorweë.	R	R
	<i>Vervoerdienste—</i>		
1	Algemene koste	1,710,000	—
2	Onderhoud van spoorbaan en werke	3,721,000	—
3	Onderhoud van rollende materiaal	5,431,000	—
4	Treinloopkoste	4,309,000	—
5	Verkeerskoste	6,285,000	—
6	Superannuasie	46,000	—
7	Besteldiens	992,000	—
8	Waardevermindering	3,755,988	—
	<i>Hulpdienste—</i>		
12	Padvervoerdien	296,000	—
13A	Voorverkoeldienste	197,000	—
	<i>Netto inkomsterekening—</i>		
14	Rente op kapitaal	—	250,012
15	Rente op superannuasie- en ander fondse	—	6,000
17	Diverse uitgawe	—	2,153,000
	HAWENS.		
	<i>Vervoerdienste—</i>		
18	Onderhoud van bate	189,000	—
19	Bedryfskoste	485,000	—
20	Algemene koste	37,500	—
	<i>Hulpdienste—</i>		
23	Vuurtorings, bakens, klokke en seinstasies	10,700	—
	LUGDIENS.		
	<i>Vervoerdienste—</i>		
28	Eksplorasie en onderhoud	408,000	—
	<i>Netto inkomsterekening—</i>		
30	Diverse uitgawe	—	60,000
	PYPLEIDING.		
	<i>Vervoerdienste—</i>		
30A	Eksplorasie en onderhoud	5,000	—
	Totaal	R30,347,200	

Tweede Bylae.

KAPITAAL- EN VERBETERINGSDIENSTE.

Hoof No.	Hoof.	Kolom 1.	Kolom 2.
		R	R
1	Aanleg van spoorweë	—	317,900
2	Nuwe werke aan oopgestelde lyne: (a) Leningsfondse, verbeteringsfondse, kapitaalkrediete en invorderings	11,800,400	—
	(b) Fonds ter uitskakeling van spooroor gange	—	260,000
3	Rollende materiaal	10,489,700	—
4	Padvervoerdien	102,900	—
5	Hawens	—	429,400
6	Lugdiens	—	73,600
8	Bedryfskapitaal	9,000,000	—
	Totaal	R32,473,900	

SAMEVATTING.

Inkomstediens (Eerste Bylae)	R 30,347,200
Kapitaal- en Verbeteringsdiens (Tweede Bylae)	32,473,900
	<u>R62,821,100</u>

Derde Bylae.

BRONNE WAARUIT DIE ADDISIONELE FONDSE VIR KAPITAAL- EN VERBETERINGSDIENSTE VERSKAF SAL WORD:

Addisionele leningsfondse	R 30,000,000
Besparings op die beskikbaarstelling kragtens die Tweede Bylae by die Spoorweg- en Hawebegrotingswet, 1964 (Wet No. 28 van 1964):	
Hoof No. 2: Nuwe werke aan oopgestelde lyne:	
(a) Leningsfondse, verbeteringsfondse, kapitaalkrediete en invorderings	1,163,600
(b) Fonds ter uitskakeling van spooroor gange	260,000
Hoof No. 3: Rollende materiaal	633,300
Hoof No. 5: Hawens	400,800
Hoof No. 6: Lugdiens	16,200
	<u>R32,473,900</u>

No. 15, 1965.]

ACT**To amend the Cape of Good Hope Savings Bank Society Act, 1949.**

(Afrikaans text signed by the State President.)
(Assented to 5th March, 1965.)

BE IT ENACTED by the State President, the Senate and the House of Assembly of the Republic of South Africa, as follows:—

Amendment of
section 5 of
Act 4 of 1949.

1. Section *five* of the Cape of Good Hope Savings Bank Society Act, 1949 (hereinafter referred to as the principal Act), is hereby amended—

(a) by the substitution for paragraphs (a) and (b) of the following paragraphs:

“(a) to carry on, continue, extend and develop the business of a banking institution as defined by section *one* of the Banking Act, in Cape Town or at such other places as the Board may deem expedient;

(b) to acquire in any mode and take over the whole or any part of the business, property, goodwill and liabilities of any other banking institution, subject to the permission of the Minister of Finance, first had and obtained in terms of the Banking Act;”;

(b) by the substitution for paragraph (e) of the following paragraph:

“(e) subject to the provisions of the Banking Act and to such terms and conditions as the Board in its discretion may determine, to receive deposits from any person including a married woman or person under legal disability and to reject or refuse to receive such deposits;”;

(c) by the substitution for paragraph (f) of the following paragraph:

“(f) to invest or re-invest from time to time such funds as belong to or are under the management or control of the Society in any or all of the following institutions, equities or securities—

(i) upon first mortgage of immovable property in the Republic of South Africa: Provided that the Society may invest in a mortgage other than a first mortgage upon any such immovable property if the Society is registered in the Deeds Registry as the holder of all existing mortgage bonds on any such property: Provided further that it shall be lawful for the Society to hold as collateral security for the amount due on any mortgage bond any personal suretyship or pledge of any other asset not being immovable property;

(ii) deposits with or stock or securities of or loans to any local institution contemplated by paragraph (f) of section *eighty-four* of the Republic of South Africa Constitution Act, 1961 (Act No. 37 of 1961), within the Re-

No. 15, 1965.]

WET

Tot wysiging van die Wet op die Spaarbankgenootskap Kaap die Goeie Hoop, 1949.

(Afrikaanse teks deur die Staatspresident geteken.)
(Goedgekeur op 5 Maart 1965.)

DAAR WORD BEPAAL deur die Staatspresident, die Senaat en die Volksraad van die Republiek van Suid-Afrika, soos volg:—

1. Artikel vyf van die Wet op die Spaarbankgenootskap Kaap die Goeie Hoop, 1949 (hieronder die Hoofwet genoem), word hierby gewysig— Wysiging van artikel 5 van Wet 4 van 1949.

(a) deur paragrawe (a) en (b) deur die volgende paragrawe te vervang:

„(a) die uitoefening, voortsetting, uitbreiding en ontwikkeling van die bedryf van 'n bankinstelling, soos omskryf in artikel een van die Bankwet, in Kaapstad of op ander plekke wat die Direksie raadsaam ag;

(b) die verkryging op enige wyse en die oorname in sy geheel of gedeeltelik van die bedryf, eiendom, klandisiewaarde en laste van 'n ander bankinstelling onderworpe aan die toestemming van die Minister van Finansies vooraf ooreenkomstig die Bankwet verkry;”;

(b) deur paragraaf (e) deur die volgende paragraaf te vervang:

„(e) behoudens die bepalings van die Bankwet en die bedinge en voorwaardes wat die Direksie na goeddunke bepaal, om deposito's van enige persoon, met inbegrip van 'n getroude vrou of 'n persoon wat handelingsonbevoeg is, te ontvang, asook om sodanige deposito's van die hand te wys of te weier om dit te ontvang;”;

(c) deur paragraaf (f) deur die volgende paragraaf te vervang:

„(f) om van tyd tot tyd die gelde wat aan die Genootskap behoort of wat onder sy bestuur of beheer staan in enigeen of al die volgende instellings, effekte of sekuriteite te belê of herbelê—

(i) op eerste verband op onroerende eiendom in die Republiek van Suid-Afrika: Met dien verstande dat die Genootskap op 'n ander verband as eerste verband op sodanige onroerende eiendom kan belê indien die Genootskap in die kantoor van die Registrateur van Aktes as die houër van alle bestaande verbande op daardie onroerende eiendom geregistreer is: Met dien verstande voorts dat die Genootskap 'n persoonlike borgtog of pand van 'n ander bate as onroerende eiendom as aanvullende sekuriteit vir die bedrag op 'n verband verskuldig, kan hou;

(ii) deposito's by of effekte of sekuriteite van of lenings aan 'n plaaslike instelling bedoel in paragraaf (f) van artikel vier-en-tagtig van die Grondwet van die Republiek van Suid-Afrika, 1961 (Wet No. 32 van 1961), binne

public of South Africa or the territory of South-West Africa.

- (iii) deposits with or stock or securities of or loans to the National Finance Corporation of South Africa, established by the National Finance Corporation Act, 1949 (Act No. 33 of 1949);
 - (iv) deposits with a permanent building society registered under the Building Societies Act, 1934 (Act No. 62 of 1934);
 - (v) debentures, stock or securities of the Rand Water Board or the Electricity Supply Commission, or other body established by or under any law and supported wholly or partly by public funds;
 - (vi) deposits with or loans to any banking institution as defined by section *one* of the Banking Act;
 - (vii) deposits or credit balances with the Reserve Bank;
 - (viii) debentures, bills or stock issued by the Land and Agricultural Bank of South Africa;
 - (ix) deposits with or bills, bonds or securities issued or guaranteed by the Government of the Republic of South Africa; or
 - (x) such other investments as the Registrar may, by notice in the *Gazette*, approve as liquid assets or prescribed investments in terms of section *one* of the Banking Act;";
- (d) by the substitution for paragraph (h) of the following paragraph:
- “(h) to promote and support schemes for providing pensions and guarantee, benefit and other funds for and in connection with the employees and former employees of the Society and their widows and dependants;”;
- (e) by the insertion after paragraph (h) of the following paragraph:
- “(h) *bis.* to act as agent of an insurance company or society in effecting insurance in respect of immovable property mortgaged or to be mortgaged to the Society, and any other insurance designed to secure any debt to the Society and to collect on behalf of any such company or society the premiums in respect of any insurance so effected and of any insurance pledged to the Society;”.

Insertion of section *5bis.* in Act 4 of 1949.

2. The following section is hereby inserted in the principal Act after section *five*:

“Repayment of deposits. *5bis.* Subject to the provisions of the Banking Act and to such terms and conditions as the Board in its discretion may determine, the Society shall repay to any depositor or his lawful representative any deposit or part thereof together with interest at such rates as the Society may from time to time allow, and the receipt of any such depositor or his lawful representative shall be a sufficient discharge to the Society to the extent of such repayment, notwithstanding any legal disability of such depositor or his lawful representative;”.

Substitution of section 13 of Act 4 of 1949.

3. The following section is hereby substituted for section *thirteen* of the principal Act:

“Director or member may act for the Society for remuneration. *13.* (1) When a director of the Society is required to perform special or extra services he may be paid remuneration (to be determined by the Board) in respect of such services, from the funds of the Society.

(2) Any member of the Society (not being a director) may be employed by or act for the Society

die Republiek van Suid-Afrika of die gebied Suidwes-Afrika;

- (iii) deposito's by of effekte of sekuriteite van of lenings aan die Nasionale Finansiële Korporasie van Suid-Afrika ingestel by die Wet op die Nasionale Finansiële Korporasie, 1949 (Wet No. 33 van 1949);
- (iv) deposito's by 'n permanente bouvereniging wat kragtens die Bouverenigingswet, 1934 (Wet No. 62 van 1934), geregistreer is;
- (v) obligasies, effekte of sekuriteite van die Randwaterraad of die Elektrisiteitsvoorsieningskommissie, of 'n ander liggaam by of kragtens enige wet ingestel en wat geheel of gedeeltelik deur openbare fondse ondersteun word;
- (vi) deposito's by of lenings aan 'n bankinstelling soos omskryf in artikel *een* van die Bankwet;
- (vii) deposito's of kredietsaldo's by die Reserwebank;
- (viii) obligasies, wissels of effekte deur die Land- en Landboubank van Suid-Afrika uitgereik;
- (ix) deposito's by of wissels, verbande of sekuriteite uitgereik of gegarandeer deur die Regering van die Republiek van Suid-Afrika; of
- (x) sodanige ander beleggings as wat die Registrateur by kennisgewing in die *Staatskoerant* as likwiede bates of voorgeskrewe beleggings kragtens artikel *een* van die Bankwet goedkeur;"

(d) deur paragraaf (h) deur die volgende paragraaf te vervang:

„(h) die bevordering en ondersteuning van skemas vir die voorsiening van pensioene en garansie-, bystands- en ander fondse vir en in verband met die werknemers en voormalige werknemers van die Genootskap en hulle weduwees en afhanklikes;"

(e) deur na paragraaf (h) die volgende paragraaf in te voeg:

„(h)*bis* om as verteenwoordiger van 'n versekeringsmaatskappy of -vereniging op te tree om versekering te bewerkstellig ten opsigte van onroerende eiendom wat aan die Genootskap verhipotekeer is of staan te word, en enige ander versekering te bewerkstellig wat beoog om 'n skuld aan die Genootskap te versekureer, en om namens so 'n maatskappy of vereniging die premies in te vorder ten opsigte van 'n versekering aldus bewerkstellig en van 'n versekering aan die Genootskap verpand;"

2. Die volgende artikel word hierby in die Hoofwet na artikel *vyf* ingevoeg:

Invoeging van artikel *5bis* in Wet 4 van 1949.

„Terugbetaling van deposito's.

5bis. Behoudens die bepalings van die Bankwet en die bedinge en voorwaardes wat die Direksie na goeddunke bepaal, betaal die Genootskap aan 'n deposant of sy wettige verteenwoordiger 'n deposito of enige gedeelte daarvan terug met rente teen die koerse wat die Genootskap van tyd tot tyd magtig, en die kwitansie van so 'n deposant of sy wettige verteenwoordiger is 'n voldoende kwyting van die Genootskap tot die bedrag van sodanige terugbetaling ondanks enige handelingsonbevoegdheid van bedoelde deposant of sy wettige verteenwoordiger."

3. Artikel *dertien* van die Hoofwet word hierby deur die volgende artikel vervang:

Vervanging van artikel 13 van Wet 4 van 1949.

„Direkteur of lid kan vir die Genootskap optree teen vergoeding.

13. (1) Wanneer daar van 'n direkteur van die Genootskap vereis word om spesiale of buitengewone dienste te verrig, kan daar aan hom ten opsigte van daardie dienste vergoeding (wat deur die Direksie vasgestel word) uit die gelde van die Genootskap betaal word.

(2) 'n Lid van die Genootskap (wat nie 'n direkteur is nie) kan deur die Genootskap in diens

and may be paid remuneration (to be determined by the Board) in respect of such employment or service.”.

Substitution of section 14 of Act 4 of 1949.

4. The following section is hereby substituted for section *fourteen* of the principal Act:

“Remuneration of Directors.

14. The members of the Board shall be remunerated for their services as directors by payment out of the funds of the Society of a sum of ten thousand eight hundred rand or such greater sum as shall be fixed from time to time by the members in general meeting;”.

Substitution of section 22 of Act 4 of 1949.

5. The following section is hereby substituted for section *twenty-two* of the principal Act:

“Pension Fund.

22. (1) Subject to the provisions of section *fourteen* of the Pension Funds Act, 1956 (Act No. 24 of 1956), the Cape of Good Hope Savings Bank Society Pension Fund, established in terms of section *eight bis* of Act No. 24 of 1894 (Cape), and the Cape of Good Hope Savings Bank Society Widows' Pension Fund, established in terms of the Pension Funds Act, 1956, are hereby amalgamated, the Fund resulting from such amalgamation to be known as 'the Fund'.

(2) The trustees of the Fund shall be the members of the Board and the general manager or secretary for the time being of the Society.

(3) The trustees shall have the same powers of investment and administration in respect of the Fund as they have in respect of the general funds of the Society, including the power to administer, purchase and dispose of immovable property and other assets mortgaged or charged as security for its investments.

(4) Subject to the provisions of the Pension Funds Act, 1956, the trustees shall have power in consultation with the members of the Fund, to alter, amend or add to, or rescind and substitute new rules and regulations for the existing rules and regulations for the administration of the Fund.

(5) The Fund shall not form part of the assets nor be liable for the debts and liabilities of the Society, and may be augmented from time to time by the Board out of the profits of the Society.

(6) The capital and income of the Fund shall be employed for the payment of any pension, annuity, retiring allowance or other benefit to any officer or former officer of the Society or the widow or dependant of such officer or former officer, in consideration of service, old age, need or other sufficient cause: Provided that the balance of any income not required for the payment of any such pension, annuity, retiring allowance or other benefit shall be added to the capital amount of the Fund.”.

Substitution in Act 4 of 1949 for “Union” of “Republic”.

6. The principal Act is hereby amended by the substitution for the word “Union” wherever it occurs of the word “Republic”.

Short title.

7. This Act shall be called the Cape of Good Hope Savings Bank Society Amendment Act, 1965.

geneem word of kan namens die Genootskap optree, en daar kan aan so 'n lid ten opsigte van sodanige indiënsneming of optrede vergoeding (wat deur die Direksie vasgestel word) betaal word.”.

4. Artikel *veertien* van die Hoofwet word hierby deur die volgende artikel vervang:

Vervanging van artikel 14 van Wet 4 van 1949.

„Beloning van direkteure.

14. Die lede van die Direksie word vir hulle diens as direkteure beloon deur die betaling uit die kas van die Genootskap van 'n bedrag van tien-duisend agthonderd rand of 'n groter bedrag wat van tyd tot tyd deur die lede op 'n algemene vergadering vasgestel word.”.

5. Artikel *twee-en-twintig* van die Hoofwet word hierby deur die volgende artikel vervang:

Vervanging van artikel 22 van Wet 4 van 1949.

„Pensioen-fonds.

22. (1) Behoudens die bepalings van artikel *veertien* van die Wet op Pensioenfondse, 1956 (Wet No. 24 van 1956), word die Pensioenfonds van die Spaarbankgenootskap Kaap die Goeie Hoop, ingestel kragtens artikel *agt bis* van Wet No. 24 van 1894 (Kaap), en die Weduweespensioenfonds van die Spaarbankgenootskap Kaap die Goeie Hoop, ingestel kragtens die Wet op Pensioenfondse, 1956, hierby saamgesmelt en die fonds wat deur daardie saamsmelting ontstaan, staan bekend as 'die fonds'.

(2) Die trustees van die Fonds is die dienende lede van die Direksie en die hoofbestuurder of sekretaris van die Genootskap.

(3) Die trustees beskik oor dieselfde bevoegdhede om die gelde van die Fonds te belê en te beheer as dié waaroor hulle beskik ten opsigte van die algemene bates van die Genootskap, met inbegrip van die bevoegdheid om onroerende eiendom en ander bates wat as sekuriteit vir sy beleggings verbind of beswaar is, te beredder, te koop en te vervreem.

(4) Behoudens die bepalings van die Wet op Pensioenfondse, 1956, beskik die trustees oor die bevoegdheid om, in oorleg met die lede van die Fonds, die bestaande reëls en regulasies ingestel vir die bestuur van die Fonds te verander, te wysig, in te trek, of daartoe by te voeg of dit deur nuwe reëls en regulasies te vervang.

(5) Die Fonds maak nie deel uit van die bates van die Genootskap nie, en is ook nie aanspreeklik vir die skulde en laste van die Genootskap nie en kan van tyd tot tyd deur die Direksie uit die winste van die Genootskap aangevul word.

(6) Die kapitaal en inkomste van die Fonds word aangewend vir die betaling van 'n pensioen, jaargeld, aftreetoelae of ander voordeel aan 'n amptenaar of voormalige amptenaar van die Genootskap of die weduwee of afhanklike van so 'n amptenaar of voormalige amptenaar op grond van diens, hoë ouderdom, behoefte of 'n ander voldoende rede: Met dien verstande dat die saldo van inkomste wat nie vir die betaling van bedoelde pensioen, jaargeld, aftreetoelae of ander voordeel nodig is nie by die kapitaalbedrag van die Fonds gevoeg word.”.

6. Die Hoofwet word hierby gewysig deur die woord „Unie”, oral waar dit voorkom, deur die woord „Republiek” te vervang.

Vervanging in Wet 4 van 1949 van „Unie” deur „Republiek”.

7. Hierdie Wet heet die Wysigingswet op die Spaarbankgenootskap Kaap die Goeie Hoop, 1965.

Kort titel.

No. 16, 1965.]

ACT

To provide for the prevention of the counterfeiting of coin and the forging or altering of certain bank notes and for matters incidental thereto, to provide for certain persons being dealt with under the law relating to extradition, and to amend the Native Territories Penal Code (Act No. 24 of 1886 of the Cape of Good Hope), the Crimes Ordinance, 1904, of the Transvaal, the South African Reserve Bank Act, 1944, and the Criminal Procedure Act, 1955.

*(English text signed by the State President.)
(Assented to 10th March, 1965.)*

BE IT ENACTED by the State President, the Senate and the House of Assembly of the Republic of South Africa, as follows:—

Definitions.

1. In this Act, unless the context otherwise indicates—

- (i) "bank note" includes any paper money which is legal tender in the State or territory in which it is issued, irrespective of the name by which it is known, but does not include a bank note issued under section *ten* of the South African Reserve Bank Act, 1944 (Act No. 29 of 1944); (i)
- (ii) "counterfeit coin" means any coin, other than current coin, resembling or apparently intended to resemble or pass for current coin, and includes current coin prepared or altered so as to resemble or pass for coin of a higher denomination; (iv)
- (iii) "current coin" means any coin the issue and circulation of which, in any State or territory, as money have been authorized by law; (ii)
- (iv) "Republic" includes the territory of South-West Africa. (iii)

Offences relating to current coin and bank notes.

2. Any person who—

- (a) counterfeits or performs any part of the process of counterfeiting any current coin;
- (b) forges or alters a bank note;
- (c) utters, tenders or accepts any counterfeit coin, knowing it to be counterfeit, or a forged or altered bank note, knowing it to be forged or altered;
- (d) without lawful authority or excuse—
 - (i) imports or receives into the Republic; or
 - (ii) exports from the Republic or puts or takes or causes to be put or taken on board any ship, vessel, boat, aircraft or vehicle for the purpose of being so exported,
 any counterfeit coin or any forged or altered bank note;
- (e) with intent to counterfeit current coin or to forge a bank note, makes, mends, obtains, has in his possession or disposes of any tool, instrument or machine—
 - (i) intended for making any counterfeit coin or forged bank note;
 - (ii) intended for the marking of coin round the edges with letters, grainings or other marks or figures resembling letters, grainings, marks or figures round the edges of any current coin; or

No. 16, 1965.]

WET

Om voorsiening te maak vir die voorkoming van die vervalsing van munt en die vervalsing of verandering van sekere banknote en vir aangeleenthede wat daarmee in verband staan, om voorsiening daarvoor te maak dat met sekere persone kragtens die regsbepalings met betrekking tot uitlewering gehandel word, en om die „Native Territories Penal Code” (Wet No. 24 van 1886 van die Kaap die Goeie Hoop), die „Crimes Ordinance, 1904,” van Transvaal, die Wet op die Suid-Afrikaanse Reserwebank, 1944, en die Strafproseswet, 1955, te wysig.

(Engelse teks deur die Staatspresident geteken.)
(Goedgekeur op 10 Maart 1965.)

DAAR WORD BEPAAL deur die Staatspresident, die Senaat en die Volksraad van die Republiek van Suid-Afrika, soos volg:—

1. Tensy uit die samehang anders blyk, beteken in hierdie Wet—
 - (i) „banknoot” ook enige papiergeld wat wettige betaalmiddel is in die Staat of gebied waarin dit in omloop gebring word, ongeag die naam waaronder dit bekend staan, maar nie ook nie ’n banknoot wat in omloop gebring is kragtens artikel *tien* van die Wet op die Suid-Afrikaanse Reserwebank, 1944 (Wet No. 29 van 1944); (i)
 - (ii) „gangbare munt” enige munt waarvan die in-omloopbring en sirkulasie, in ’n Staat of gebied, as geld, regtens gemagtig is; (iii)
 - (iii) „Republiek” ook die gebied Suidwes-Afrika; (iv)
 - (iv) „vervalste munt” enige munt, behalwe gangbare munt, wat ooreenkom met, of oënskynlik bedoel is om ooreen te kom met of deur te gaan vir gangbare munt, en ook gangbare munt wat berei of verander is om ooreen te kom met of deur te kan gaan vir munt van ’n hoër denominasie. (ii)

2. Iemand wat—
 - (a) enige gangbare munt vervals of enige deel van die proses van vervalsing van gangbare munt verrig; Misdrywe
betreffende
gangbare munt
en banknote.
 - (b) ’n banknoot vervals of verander;
 - (c) enige vals munt, terwyl hy weet dat dit vervals is, of enige vervalste of veranderde banknoot, terwyl hy weet dat dit vervals of verander is, uitgee, aanbied of aanneem;
 - (d) sonder wettige magtiging of verskoning enige vals munt of enige vervalste of veranderde banknoot—
 - (i) in die Republiek invoer of in ontvangs neem;
 - (ii) uit die Republiek uitvoer of op ’n skip, vaartuig, boot, vliegtuig of voertuig plaas of neem of laat plaas of neem met die doel dat dit aldus uitgevoer word;
 - (e) met die opset om gangbare munt of ’n banknoot te vervals, enige gereedskap, werktuig of masjien wat—
 - (i) bestem is vir die vervaardiging van enige vals munt of vervalste banknoot;
 - (ii) bestem is vir die merk van munt om die rande met letters, greinerings of ander merke of afbeeldings wat ooreenkom met letters, greinerings, merke of afbeeldings om die rande van enige gangbare munt; of

- (iii) capable of being used for preparing any material for receiving any impression resembling that on any current coin;
- (f) gilds, silvers or colours any piece of metal of a size or figure fit to be coined, for the purpose of coining it into counterfeit coin;
- (g) makes any piece of metal into a size or figure fit to be coined, with intent to facilitate the coining therefrom of counterfeit coin or for the purpose of coining therefrom counterfeit coin;
- (h) buys, sells or is in possession of a piece of metal referred to in paragraph (f) or (g) for a purpose referred to therein;
- (i) impairs, diminishes or lightens any current coin with intent that such coin when so impaired, diminished or lightened may pass as current coin;
- (j) without lawful authority or excuse has in his possession or disposes of or in any way deals with any filing or clipping, or any gold or silver bullion, or any gold or silver in dust, solution or otherwise, produced or obtained by impairing, diminishing or lightening current coin, knowing that it has been so produced or obtained;
- (k) with intent to defraud, utters, tenders, disposes of or otherwise uses as current coin any medal or piece of metal which is not current coin;
- (l) without lawful authority or excuse defaces any current coin by stamping thereon any word, letter, device or mark,

shall be guilty of an offence and liable on conviction—

- (i) in the case of an offence referred to in paragraph (a), (b), (c), (e), (f), (g) or (i), to imprisonment for a period not exceeding fifteen years;
- (ii) in the case of an offence referred to in paragraph (d) or (h), to imprisonment for a period not exceeding five years;
- (iii) in the case of an offence referred to in paragraph (j), to imprisonment for a period not exceeding three years; and
- (iv) in the case of an offence referred to in paragraph (k) or (l), to imprisonment for a period not exceeding twelve months.

Certain offences in respect of currency extraditable offences in certain circumstances.

3. (1) If—

- (a) the Republic has acceded to the Convention for the Suppression of Counterfeiting Currency drawn up at Geneva on the twentieth day of April, 1929; and
- (b) a person is accused or has been convicted within the jurisdiction of a foreign State as defined in section one of the Extradition Act, 1962 (Act No. 67 of 1962), of one or more of such offences as are mentioned in sub-section (2) of this section; and
- (c) an extradition agreement which has been or is deemed to have been entered into under the said Act with such State or a State under whose sovereignty or protection such first-mentioned State is, is in force; and
- (d) the State referred to in paragraph (b) or a State under whose sovereignty or protection such first-mentioned State is, has signed and ratified or acceded to the said Convention,

such person may, notwithstanding anything to the contrary contained in the said Extradition Act, 1962, or in the said agreement, but subject to the provisions of sub-section (3) of this section, be surrendered, to the State in respect of which such agreement is so in force, in the manner prescribed by any law relating to extradition and in force in the Republic.

(2) The offences referred to in paragraph (b) of sub-section (1) shall be the following, namely—

- (a) counterfeiting any current coin;
- (b) an offence referred to in paragraph (b) of section two;
- (c) an offence referred to in paragraph (c) of section two;
- (d) without lawful authority or excuse importing or receiving into the State or territory in question a counterfeit coin or a forged or altered bank note;

- (iii) gebruik kan word vir die bereiding van materiaal vir die maak daarop van 'n afdruk wat ooreenkom met dié op enige gangbare munt, vervaardig, heelmaak, verkry, in sy besit het of daarvoor beskik;
 - (f) 'n stuk metaal van 'n grootte of vorm geskik om gemunt te word, verguld, versilwer of kleur met die doel om dit tot vals munt te slaan;
 - (g) 'n stuk metaal omskep tot 'n grootte of vorm geskik om gemunt te word, met die opset om die slaan van vals munt daarvan te vergemaklik of met die doel om vals munt daarvan te slaan;
 - (h) 'n stuk metaal vermeld in paragraaf (f) of (g) koop, verkoop of besit vir 'n doel daarin vermeld;
 - (i) enige gangbare munt beskadig of kleiner of ligter maak met die opset dat sodanige munt, wanneer dit aldus beskadig of kleiner of ligter gemaak is, as gangbare munt kan deurgaan;
 - (j) sonder wettige magtiging of verskoning enige vytsel of skroot of enige goud of silwer in ongemunte vorm of in poeivorm of in oplossing of andersins, voortgebring of verkry deur gangbare munt te beskadig of kleiner of ligter te maak, in sy besit het of van die hand sit of op enige wyse daarmee handel, terwyl hy weet dat dit aldus voortgebring of verkry is;
 - (k) met die opset om te bedrieg, 'n medalje of stuk metaal wat nie gangbare munt is nie, as gangbare munt in omloop bring, aanbied, van die hand sit of op ander wyse gebruik;
 - (l) sonder wettige magtiging of verskoning enige gangbare munt onlesbaar maak deur enige woord, letter, patroon of merk daarop te stempel,
- is aan 'n misdryf skuldig en by skuldigbevinding strafbaar—
- (i) in die geval van 'n misdryf vermeld in paragraaf (a), (b), (c), (e), (f), (g) of (i), met gevangenisstraf vir 'n tydperk van hoogstens vyftien jaar;
 - (ii) in die geval van 'n misdryf vermeld in paragraaf (d) of (h), met gevangenisstraf vir 'n tydperk van hoogstens vyf jaar;
 - (iii) in die geval van 'n misdryf vermeld in paragraaf (j), met gevangenisstraf vir 'n tydperk van hoogstens drie jaar; en
 - (iv) in die geval van 'n misdryf vermeld in paragraaf (k) of (l), met gevangenisstraf vir 'n tydperk van hoogstens twaalf maande.

3. (1) Indien—

- (a) die Republiek toetree het tot die Konvensie vir die Onderdrukking van Vervalsing van Betaalmiddele opgestel te Genève op die twintigste April 1929; en
- (b) iemand binne die regsgebied van 'n vreemde Staat soos omskryf in artikel een van die Wet op Uitlewering, 1962 (Wet No. 67 van 1962), beskuldig word van of skuldig bevind is aan een of meer van sodanige misdrywe as wat in sub-artikel (2) van hierdie artikel vermeld word; en
- (c) 'n uitleweringsooreenkoms van krag is wat aangegaan is of geag word aangegaan te wees kragtens genoemde Wet met daardie Staat of 'n Staat onder die oppergesag of beskerming waarvan sodanige eersgenoemde Staat staan; en
- (d) die Staat vermeld in paragraaf (b) of 'n Staat onder die oppergesag of beskerming waarvan sodanige eersgenoemde Staat staan, genoemde Konvensie onderteken en bekragtig het of tot dié Konvensie toetree het, kan sodanige persoon, ondanks andersluidende bepalings van genoemde Wet op Uitlewering, 1962, of van genoemde ooreenkoms, maar behoudens die bepalings van sub-artikel (3) van hierdie artikel, uitgelewer word aan die Staat ten opsigte waarvan sodanige ooreenkoms aldus van krag is, en wel op die wyse voorgeskryf by enige wet op uitlewering wat in die Republiek van krag is.

Sekere misdrywe ten opsigte van betaalmiddele is uitleweringsooreenkoms onder sekere omstandighede.

(2) Die misdrywe vermeld in paragraaf (b) van sub-artikel (1) is die volgende, naamlik—

- (a) vervalsing van enige gangbare munt;
- (b) 'n misdryf vermeld in paragraaf (b) van artikel twee;
- (c) 'n misdryf vermeld in paragraaf (c) van artikel twee;
- (d) die invoer of die in ontvangs neem in die betrokke Staat of gebied, sonder wettige magtiging of verskoning, van vals munt of 'n vervalste of veranderde banknoot;

- (e) an offence referred to in paragraph (e) of section *two*; and
- (f) attempting to commit any offence referred to in paragraph (a), (b), (c) or (d) of this section.
- (3) The provisions of sub-section (1) shall cease to apply—
- (a) if the Convention referred to in the said sub-section (1) is denounced on behalf of the Republic; or
- (b) in respect of a State or territory, if the said Convention is denounced on behalf of that State or the State under whose sovereignty or protection that territory is, as the case may be,
- and a period of at least one year has lapsed after such denunciation.
- Evidence and onus of proof.**
4. (1) A certificate purporting to have been signed by the Secretary for Foreign Affairs, or a person designated thereto by him, to the effect that a State mentioned therein has signed and ratified or acceded to the Convention referred to in sub-section (1) of section *three* shall, upon its production by any person in any proceedings under any law relating to extradition, be admissible in evidence in such proceedings and be *prima facie* proof of the facts set forth therein.
- (2) If in any prosecution for a contravention of paragraph (d), (j) or (l) of section *two* the question arises whether any person had lawful authority or excuse for possessing or doing any thing referred to in the said paragraphs, the onus of proving that such was the case shall be on the accused.
- Repeal of sections 228, 229, and 230 of Act 24 of 1886 of the Cape of Good Hope.**
5. Sections *two hundred and twenty-eight to two hundred and thirty*, inclusive, of the Native Territories Penal Code (Act No. 24 of 1886 of the Cape of Good Hope) are hereby repealed.
- Amendment of section 3 of Ordinance 26 of 1904 of the Transvaal.**
6. Section *three* of the Crimes Ordinance, 1904 (Ordinance No. 26 of 1904 of the Transvaal), is hereby amended by the deletion of the definitions of "counterfeit coin" and "current coin".
- Repeal of sections 18 to 28, inclusive, of Ordinance 26 of 1904 of the Transvaal.**
7. Sections *eighteen to twenty-eight*, inclusive, of the Crimes Ordinance, 1904 (Ordinance No. 26 of 1904 of the Transvaal), are hereby repealed.
- Amendment of section 21 of Act 29 of 1944.**
8. Section *twenty-one* of the South African Reserve Bank Act, 1944, is hereby amended by the substitution for paragraph (i) of the following paragraph:
- "(i) in the case of an offence referred to in paragraph (a) or (b), to imprisonment for a period not exceeding fifteen years;"
- Substitution of section 25bis of Act 29 of 1944, as inserted by section 8 of Act 5 of 1961.**
9. The following section is hereby substituted for section *twenty-five bis* of the South African Reserve Bank Act, 1944:
- "Application of Act in South-West Africa. 25bis. This Act and any amendment thereof shall apply also in the territory including the Eastern Caprivi Zipfel referred to in section *three* of the South-West Africa Affairs Amendment Act, 1951 (Act No. 55 of 1951)."
- Amendment of section 50 of Act 56 of 1955.**
10. Section *fifty* of the Criminal Procedure Act, 1955, is hereby amended by the insertion after sub-section (5) of the following sub-section:
- "(5)*bis* If the thing so seized or taken is a counterfeit coin or a forged or altered bank note purporting to be a coin or bank note which is legal tender in any State or territory other than the Republic, or a tool, instrument or machine adapted and intended for making any such counterfeit coin or forged or altered bank note, and it is forfeited to the State, it may at the request of the Government of such State or territory or, if it is such a coin or note purporting to have been issued by a bank, or if it is such a tool, instrument or machine which could be used for making such a coin or note which would purport to have been issued by a bank, at the request of such bank, be delivered to such Government or bank, as the case may be."

- (e) 'n misdryf vermeld in paragraaf (e) van artikel twee; en
 (f) poging om 'n misdryf vermeld in paragraaf (a), (b),
 (c) of (d) van hierdie artikel te pleeg.
- (3) Die bepalings van sub-artikel (1) hou op om van toepassing te wees—
- (a) indien die Konvensie vermeld in genoemde sub-artikel (1) namens die Republiek opgesê word; of
 (b) ten opsigte van 'n Staat of gebied, indien genoemde Konvensie opgesê word namens daardie Staat of die Staat onder die oppergesag of beskerming waarvan daardie gebied staan, na gelang van die geval, en 'n tydperk van minstens 'n jaar ná sodanige opsegging verstryk het.
4. (1) 'n Sertifikaat wat heet onderteken te wees deur die Sekretaris van Buitelandse Sake of iemand deur hom vir dié doel aangewys, ten effekte dat 'n daarin vermelde Staat die Konvensie vermeld in sub-artikel (1) van artikel drie onderteken en bekragtig het of tot dié Konvensie toegetree het, is by die oorlegging daarvan deur enige persoon in enige geding kragtens 'n wet op uitlewering, as getuienis in dié geding toelaatbaar en *prima facie*-bewys van die feite wat daarin uiteengesit word.
 (2) Indien in 'n vervolging weens 'n oortreding van paragraaf (d), (j) of (l) van artikel twee die vraag ontstaan of iemand wettige magtiging of verskoning gehad het om iets vermeld in genoemde paragrawe te besit of te doen, rus die las om te bewys dat dit die geval was, op die beskuldigde.
5. Artikels tweehonderd agt-en-twintig tot en met tweehonderden-dertig van die „Native Territories Penal Code” (Wet No. 24 van 1886 van die Kaap die Goeie Hoop) word hierby herroep.
6. Artikel drie van die „Crimes Ordinance, 1904” (Ordonnansie No. 26 van 1904 van Transvaal), word hierby gewysig deur die omskrywings van „counterfeit coin” en „current coin” te skrap.
7. Artikels agtien tot en met agt-en-twintig van die „Crimes Ordinance, 1904” (Ordonnansie No. 26 van 1904 van Transvaal), word hierby herroep.
8. Artikel een-en-twintig van die Wet op die Suid-Afrikaanse Reserwebank, 1944, word hierby gewysig deur paragraaf (i) deur die volgende paragraaf te vervang:
 „(i) in die geval van 'n in paragraaf (a) of (b) bedoelde misdryf, met gevangenisstraf vir 'n tydperk van hoogstens vyftien jaar;”.
9. Artikel vyf-en-twintig bis van die Wet op die Suid-Afrikaanse Reserwebank, 1944, word hierby deur die volgende artikel vervang:
 „Toepassing 25bis. Hierdie Wet en enige wysiging daarvan is van Wet in ook van toepassing in die gebied met inbegrip van Suidwes-Afrika. die Oostelike Caprivi Zipfel waarna in artikel drie van die Wysigingswet op Aangeleenthede van Suidwes-Afrika, 1951 (Wet No. 55 van 1951), verwys word.”.
10. Artikel vyftig van die Strafproseswet, 1955, word hierby gewysig deur na sub-artikel (5) die volgende sub-artikel in te voeg:
 „(5)bis Indien die voorwerp aldus in beslag of besit geneem 'n vals munt of 'n vervalste of veranderde banknoot is wat heet 'n munt of banknoot te wees wat wettige betaalmiddel is in 'n Staat of gebied, behalwe die Republiek, of 'n stuk gereedskap, werktuig of masjien is wat geskik gemaak en bestem is om sodanige vals munt of vervalste of veranderde banknoot te vervaardig, en dit word aan die Staat verbeur, kan dit op versoek van die Regering van sodanige Staat of gebied of, indien dit so 'n munt of noot is wat heet deur 'n bank uitgereik te wees, of indien dit so 'n stuk gereedskap, werktuig of masjien is wat aangewend sou kan word vir die vervaardiging van so 'n munt of noot wat sou heet deur 'n bank uitgereik te wees, op versoek van sodanige bank, aan daardie Regering of bank, na gelang van die geval, oorhandig word.”.

Bewyslewering en bewyslas.

Herroeping van artikels 228, 229 en 230 van Wet 24 van 1886 van die Kaap die Goeie Hoop.

Wysiging van artikel 3 van Ordonnansie 26 van 1904 van Transvaal.

Herroeping van artikels 18 tot en met 28 van Ordonnansie 26 van 1904 van Transvaal.

Wysiging van artikel 21 van Wet 29 van 1944.

Vervanging van artikel 25bis van Wet 29 van 1944, soos ingevoeg deur artikel 8 van Wet 5 van 1961.

Wysiging van artikel 50 van Wet 56 van 1955.

Application of certain sections in South-West Africa.

11. Sections *one to four*, inclusive, and section *twelve*, and any amendment thereof, shall apply also in the territory of South-West Africa, including that portion thereof known as the Eastern Caprivi Zipfel and referred to in section *three* of the South-West Africa Affairs Amendment Act, 1951 (Act No. 55 of 1951), and in relation to all persons in that portion of the said territory known as the "Rehoboth Gebiet" which is defined in the First Schedule to Proclamation No. 28 of 1923 of the Administrator of that territory.

Short title and commencement.

12. This Act shall be called the Prevention of Counterfeiting of Currency Act, 1965, and shall come into operation on a date to be fixed by the State President by proclamation in the *Gazette*.

11. Artikels *een* tot en met *vier* en artikel *twaalf*, en enige wysiging daarvan, is ook van toepassing in die gebied Suidwes-Afrika, met inbegrip van dié gedeelte daarvan wat as die Oostelike Caprivi Zipfel bekend staan en vermeld word in artikel *drie* van die Wysigingswet op Aangeleenthede van Suidwes-Afrika, 1951 (Wet No. 55 van 1951), en met betrekking tot alle persone in dié gedeelte van genoemde gebied wat as die „Rehoboth Gebiet” bekend staan wat omskryf word in die Eerste Bylae by Proklamasie No. 28 van 1923 van die Administrateur van daardie gebied.

Toepassing van sekere artikels in Suidwes-Afrika.

12. Hierdie Wet heet die Wet op Voorkoming van Vervalsing van Betaalmiddele, 1965, en tree in werking op 'n datum wat die Staatspresident by proklamasie in die *Staatskoerant* vasstel.

Kort titel en inwerkingtreding.

No. 21, 1965.]

ACT

To apply a further sum not exceeding seventy-eight million three hundred and ninety-two thousand three hundred and sixty-four rand towards the service of the Republic for the financial year ending on the thirty-first day of March, 1965.

*(Afrikaans text signed by the State President.)
(Assented to 12th March, 1965.)*

BE IT ENACTED by the State President, the Senate and the House of Assembly of the Republic of South Africa, as follows:—

Consolidated Revenue Fund charged with sum not exceeding R18,222,064 on Revenue Account.

1. The Consolidated Revenue Fund is hereby charged with such sums of money as may be required for the service of the Republic (and chargeable to the Revenue Account) for the financial year ending on the thirty-first day of March, 1965, not exceeding in the aggregate eighteen million two hundred and twenty-two thousand and sixty-four rand, in addition to the sums with which that Account has been charged by the Appropriation Act, 1964 (Act No. 79 of 1964), and the First Additional Appropriation Act, 1965 (Act No. 1 of 1965).

Consolidated Revenue Fund charged with sum not exceeding R338,200 on Bantu Education Account.

2. The Consolidated Revenue Fund is further charged with such sums of money as may be required for the service of the Republic (and chargeable to the Bantu Education Account) for the financial year ending on the thirty-first day of March, 1965, not exceeding in the aggregate three hundred and thirty-eight thousand two hundred rand, in addition to the sums with which that Account has been charged by the Appropriation Act, 1964 (Act No. 79 of 1964).

Consolidated Revenue Fund charged with sum not exceeding R59,832,100 on Loan Account.

3. The Consolidated Revenue Fund is further charged with such sums of money as may be required for the service of the Republic (and chargeable to the Loan Account) for the financial year ending on the thirty-first day of March, 1965, not exceeding in the aggregate fifty-nine million eight hundred and thirty-two thousand one hundred rand, in addition to the sums with which that Account has been charged by the Appropriation Act, 1964 (Act No. 79 of 1964), and the First Additional Appropriation Act, 1965 (Act No. 1 of 1965).

How money to be applied.

4. The money appropriated by this Act shall be applied to the services detailed in the Schedule hereto, and more particularly specified in the Second Estimates of Additional Expenditure [R.P. 19—1965], as approved by Parliament, and to no other purpose: Provided that in the case of the sum of thirty million rand for capital expenditure on railways and harbours, shown under Loan Vote "A" in the Schedule, the authority granted by this Act shall be deemed to apply only to the transfer of that sum from the Consolidated Revenue Fund to the Railway and Harbour Fund, and the expenditure of the said sum shall be in accordance with any appropriation made by Parliament in that behalf.

Minister may approve variation.

5. With the approval of the Minister of Finance, a saving on any sub-head of a vote may be made available to meet excess expenditure on any other sub-head, or expenditure on a new

No. 21, 1965.]

WET

Tot aanwending van 'n verdere som van hoogstens agt-en-sewentigmiljoen driehonderd twee-en-negentigduisend driehonderd vier-en-sestig rand vir die diens van die Republiek vir die boekjaar wat op die een-en-dertigste dag van Maart 1965 eindig.

*(Afrikaanse teks deur die Staatspresident geteken.)
(Goedgekeur op 12 Maart 1965.)*

DAAR WORD BEPAAL deur die Staatspresident, die Senaat en die Volksraad van die Republiek van Suid-Afrika, soos volg:—

1. Die Gekonsolideerde Inkomstefonds word hiermee belas met die somme geld wat nodig is vir die diens van die Republiek vir die boekjaar wat op die een-en-dertigste dag van Maart 1965 eindig, maar gesamentlik hoogstens agtienmiljoen tweehonderd twee-en-twintigduisend en vier-en-sestig rand, ten laste van die Inkomsterekening, benewens die somme waarmee bedoelde Rekening deur die Begrotingswet, 1964 (Wet No. 79 van 1964), en die Eerste Addisionele Begrotingswet, 1965 (Wet No. 1 van 1965), belas is.

Gekonsolideerde Inkomstefonds belas met som van hoogstens R18,222,064 op Inkomsterekening.
2. Die Gekonsolideerde Inkomstefonds word verder belas met die somme geld wat nodig is vir die diens van die Republiek vir die boekjaar wat op die een-en-dertigste dag van Maart 1965 eindig, maar gesamentlik hoogstens driehonderd agt-en-dertigduisend tweehonderd rand, ten laste van die Bantoe-onderwysrekening, benewens die somme waarmee bedoelde Rekening deur die Begrotingswet, 1964 (Wet No. 79 van 1964), belas is.

Gekonsolideerde Inkomstefonds belas met som van hoogstens R338,200 op Bantoe-onderwysrekening.
3. Die Gekonsolideerde Inkomstefonds word verder belas met die somme geld wat nodig is vir die diens van die Republiek vir die boekjaar wat op die een-en-dertigste dag van Maart 1965 eindig, maar gesamentlik hoogstens nege-en-vyftigmiljoen agthonderd twee-en-dertigduisend eenhonderd rand, ten laste van die Leningsrekening, benewens die somme waarmee bedoelde Rekening deur die Begrotingswet, 1964 (Wet No. 79 van 1964), en die Eerste Addisionele Begrotingswet, 1965 (Wet No. 1 van 1965), belas is.

Gekonsolideerde Inkomstefonds belas met som van hoogstens R59,832,100 op Leningsrekening.
4. Die geld wat deur hierdie Wet beskikbaar gestel word, moet aangewend word vir die dienste in besonderhede in die aangehegte Bylae vermeld en meer omstandig uiteengesit in die Tweede Begroting van Addisionele Uitgawes [R.P. 19—1965], soos deur die Parlement goedgekeur, en vir geen ander doel nie: Met dien verstande dat, in die geval van die som van dertigmiljoen rand aan kapitaaluitgawe aan spoorweë en hawens, wat voorkom onder Leningsbegrotingspos „A” in die Bylae, die magtiging by hierdie Wet verleen, geag word van toepassing te wees slegs op die oordrag van daardie som van die Gekonsolideerde Inkomstefonds na die Spoorweg- en Hawefonds, en die besteding van gemelde som moet plaasvind ooreenkomstig 'n beskikbaarstelling deur die Parlement wat daarop betrekking het.

Hoe die geld aangewend moet word.
5. Met goedkeuring van die Minister van Finansies kan 'n besparing onder die een subhoof van 'n begrotingspos aangewend word tot dekking van uitgawes bo die gemagtigde bedrag onder 'n ander subhoof, of van uitgawe onder 'n nuwe subhoof

Die Minister kan 'n afwyking goedkeur.

sub-head of the same vote: Provided that the sums appearing in column 2 of the Schedule shall not be exceeded, nor shall savings thereon be available for any purpose other than that for which the money is hereby granted as indicated in the said Schedule.

Short title.

6. This Act shall be known as the Second Additional Appropriation Act, 1965.

Schedule.

No.	Vote. Designation.	Column 1.	Column 2.
		R	R
	<i>(Chargeable to Revenue Account.)</i>		
1	State President	2,000	
2	Senate	11,900	
3	House of Assembly	61,138	
5	Lands	90,000	
8	Forestry	107,842	
	Including—		
	Grant-in-aid to University of Stellenbosch for research		7,800
9	Public Works	1,850,950	
	Including—		
	Financial assistance to Board of Control Huguenot, Monument		11,048
10	Treasury	122,000	
12	Provincial Administrations	2,156,800	
13	South Africa House, London (Administrative Services)	66,200	
15	Inland Revenue	46,610	
16	Customs and Excise	1,004,350	
18	Transport	1,711,700	
19	Social Welfare and Pensions	1,360,000	
21	Public Service Commission	1,810	
22	Printing and Stationery	90,000	
23	Education, Arts and Science	1,325,200	
	Including—		
	Grants-in-aid to State-aided and kindred Institutions		10,400
27	Agricultural Technical Services: Regional Services and Education	787,000	
28	Water Affairs	1,171	
30	Indian Affairs	127,000	
31	Commerce and Industries	574,335	
	Including—		
	Contributions:		
	S.A. Council for Scientific and Industrial Research		373,000
	S.A. Bureau of Standards		22,000
33	Mines	501	
	Including—		
	Grant-in-aid to Recreation Association: State Alluvial Diggings		500
34	Posts, Telegraphs, Telephones and Radio Services	1,301,000	
35	Health	468,300	
	Including—		
	Grant-in-aid to Suid-Afrikaanse Noodhulpbrigade, South African Red Cross Society and St. John Ambulance Brigade		1,300
36	Health: Hospitals and Institutions	230,000	
37	Agricultural Economics and Marketing: Administration	11,260	
38	Agricultural Economics and Marketing: General	2,424,700	
39	State Advances Recoveries Office	10,000	
40	Defence	1,932	
43	Coloured Affairs	1,943,000	
	Including—		
	Subsidies to social centres		2,700
	Grants-in-aid to educational and sports organisations		1,750
46	Justice	48,000	
48	Police	36,365	
	Including—		
	Secret services		25,000
51	Foreign Affairs	249,000	
	TOTAL	R18,222,064	
	<i>(Chargeable to Bantu Education Account.)</i>		
	Bantu Education	R338,200	
	<i>(Chargeable to Loan Account)</i>		
A.	Miscellaneous Loans and Services	51,642,000	
	Including—		
	Transfer of moneys to the Railway and Harbour Fund		30,000,000
B.	Public Works	500	
C.	Telegraph, Telephone and Radio Services	1,250,000	
E.	Water Affairs	1,595	
G.	Agricultural Technical Services	140,000	
H.	State Advances Recoveries Office	800,000	
J.	Commerce and Industries	3,737,000	
K.	Housing	1,533,000	

van dieselfde begrotingspos: Met dien verstande dat die somme wat in kolom 2 van die Bylae voorkom, nie oorskry mag word nie, en besparings daarop ewemin aangewend mag word vir enige ander doel as dié waarvoor die geld hierby toegestaan word soos in die gemelde Bylae aangedui.

6. Hierdie Wet heet die Tweede Addisionele Begrotingswet, Kort titel. 1965.

Bylae.

Begrotingspos.		Kolom 1.	Kolom 2.
No.	Titel.		
<i>(Ten laste van Inkomsterekening.)</i>		R	R
1	Staatspresident	2,000	
2	Senaat	11,900	
3	Volksraad	61,138	
5	Lande	90,000	
8	Bosbou	107,842	
	Met inbegrip van—		
	Hulptoelae aan Universiteit van Stellenbosch vir navorsing		7,800
9	Publieke Werke	1,850,950	
	Met inbegrip van—		
	Finansiële hulp aan Raad van Beheer, Hugenotemonument		11,048
10	Tesourie	122,000	
12	Provinsiale Administrasies	2,156,800	
13	Suid-Afrika-huis, Londen (Administratiewe Dienste)	66,200	
15	Binnelandse Inkomste	46,610	
16	Doeane en Aksyns	1,004,350	
18	Vervoer	1,711,700	
19	Volkswelsyn en Pensioene	1,360,000	
21	Staatsdienskommissie	1,810	
22	Drukwerk en Skryfbehoeftes	90,000	
23	Onderwys, Kuns en Wetenskap	1,325,200	
	Met inbegrip van—		
	Hulptoelae aan Staatsondersteunde en verwante Inrigtings		10,400
27	Landbou-tegniese Dienste: Streekdienste en Onderwys	787,000	
28	Waterwese	1,171	
30	Indiërsake	127,000	
31	Handel en Nywerheid	574,335	
	Met inbegrip van—		
	Bydraes:		
	S.A. Wetenskaplike en Nywerheidsnavorsingsraad		373,000
	S.A. Buro vir Standaarde		22,000
33	Mynwese	501	
	Met inbegrip van—		
	Hulptoelae aan Ontspanningsklub: Alluviale Staatsdelwerye		500
34	Pos-, Telegraaf-, Telefoon- en Radiodienste	1,301,000	
35	Gesondheid	468,300	
	Met inbegrip van—		
	Hulptoelae aan die Suid-Afrikaanse Noodhulppliga, Suid-Afrikaanse Rooikruisvereniging en St. John-ambulansbrigade		1,300
36	Gesondheid: Hospitale en Inrigtings	230,000	
37	Landbou-ekonomie en -bemarking: Administrasie	11,260	
38	Landbou-ekonomie en -bemarking: Algemeen	2,424,700	
39	Kantoor tot Invordering van Staatsvoorskotte	10,000	
40	Verdediging	1,932	
43	Kleurlingsake	1,943,000	
	Met inbegrip van—		
	Subsidies aan maatskaplike sentrums		2,700
	Hulptoelae aan opvoedkundige en sportorganisasies		1,750
46	Justisie	48,000	
48	Polisie	36,365	
	Met inbegrip van—		
	Geheime dienste		25,000
51	Buitelandse Sake	249,000	
	TOTAAL	R18,222,064	
<i>(Ten laste van Bantoe-onderwysrekening.)</i>			
	Bantoe-onderwys	R338,200	
<i>(Ten laste van Leningsrekening.)</i>			
A.	Diverse Lenings en Dienste	51,642,000	
	Met inbegrip van—		
	Oordrag van gelde na Spoorweg- en Hawefonds		30,000,000
B.	Publieke Werke	500	
C.	Telegraaf-, Telefoon- en Radiodienste	1,250,000	
E.	Waterwese	1,595	
G.	Landbou-tegniese Dienste	140,000	
H.	Kantoor tot Invordering van Staatsvoorskotte	800,000	
J.	Handel en Nywerheid	3,737,000	
K.	Behuising	1,533,000	

Vote.		Column 1.	Column 2.
No.	Designation.	R	R
L.	Transport	10,000	
M.	Education, Arts and Science	718,000	
P.	Coloured Affairs	4	
R.	Mines	1	
	TOTAL	R59,832,100	

SUMMARY.		R
Chargeable to Revenue Account		18,222,064
Chargeable to Bantu Education Account		338,200
Chargeable to Loan Account		59,832,100
TOTAL		R78,392,364

Begrotingspos.		Kolom 1.	Kolom 2.
No.	Titel.	R	R
L.	Vervoer	10,000	
M.	Onderwys, Kuns en Wetenskap	718,000	
P.	Kleurlingsake	4	
R.	Mynwese	1	
	TOTAAL	R59,832,100	

OPSOMMING.		R
Ten laste van Inkomsterekening	18,222,064
Ten laste van Bantoe-onderwysrekening	338,200
Ten laste van Leningsrekening	59,832,100
TOTAAL	R78,392,364