

**DEPARTMENT OF TRANSPORT.**

No. R. 1810.] [19 November 1965.

**AMENDMENTS TO THE MERCHANT SHIPPING  
LOADING, UNLOADING AND COALING  
REGULATIONS, 1961.**

The Minister of Transport has in terms of Section *three hundred and fifty-six* (1) of the Merchant Shipping Act, 1951 (Act No. 57 of 1951), as amended, made the regulations contained in the Schedule hereto.

**SCHEDULE.**

(No. 2.)

The Merchant Shipping Loading, Unloading and Coal-ing Regulations, 1961, as promulgated by Government Notice No. R. 1068 of 24th November, 1961, and as amended, are further amended as follows:—

1. The following regulation is hereby substituted for regulation 14:—

“ 14. It shall be the duty of the owner or master of every South African ship to which these regulations apply, and, in the case of lifting machinery and

**DEPARTEMENT VAN VERVOER.**

No. R. 1810.] [19 November 1965.

**WYSIGING VAN DIE HANDELSKEEPVAART-  
REGULASIES IN VERBAND MET DIE INNEEM  
VAN STEENKOOL EN DIE LAAI EN AFLAAI  
VAN SKEPE, 1961.**

Die Minister van Vervoer het die regulasies in bygaande Bylae vervat, kragtens die bepalings van artikel *driehonderd ses-en-vyftig* (1) van die Handelskeepvaartwet, 1951 (Wet No. 57 van 1951), soos gewysig, gemaak.

**BYLAE.**

(No. 2.)

Die Handelskeepvaartregulasies in verband met die Inneem van Steenkool en die Laai en Aflaai van Skepe, 1961, soos afgekondig by Goewermentskennisgewing No. R. 1068 van 24 November 1961, en soos gewysig, word soos volg verder gewysig:—

1. Regulasie 14 word hierby deur onderstaande regulasie vervang:—

„ 14. Dit is die plig van die eienaar of gesagvoerder van elke Suid-Afrikaanse skip waarop hierdie regulasies van toepassing is, en in die geval van hys-

accessory gear carried on board a ship not being a ship registered in the Republic, it shall also be the duty of the master of such ship, to comply with the provisions of Chapter III: Provided that if a valid record of equipment and test certificates can be produced by the master of a ship which is not a South African ship, to the effect that the machinery and accessory gear carried on board his ship have been tested, examined and annealed in accordance with requirements not lower than the standards laid down in Chapter III, this record and certificates shall be accepted as *prima facie* evidence of the condition and suitability of the machinery and accessory gear to be used in the processes.”.

2. Regulation 19 is hereby amended by the substitution in paragraph (1) for the words “paragraphs (1) and (2) of regulation 17” of the words “paragraph (1) of regulation 17”.

3. The following regulation is hereby substituted for regulation 20:—

“20. The proper officer may prevent any person from using, in the processes, ship's lifting machinery or accessory gear which does not comply with Chapter III.”.

masjinerie en bykomstige uitrusting gehou aan boord van 'n skip wat nie in die Republiek geregistreer is nie, is dit ook die plig van die gesagvoerder van sodanige skip, om aan die vereistes van Hoofstuk III te voldoen: Met dien verstande dat, as 'n geldige opgawe van uitrusting en toetssertifikate deur die gesagvoerder van 'n skip wat nie 'n Suid-Afrikaanse skip is nie, getoon kan word as bewys dat die masjinerie en bykomstige uitrusting gehou aan boord van sy skip, getoets, ondersoek en uitgegloei is ooreenkomstig vereistes wat nie laer as die standaard wat in Hoofstuk III bepaal word, is nie, hierdie opgawe en sertifikate aanvaar moet word as *prima facie* bewys van die toestand en geskiktheid van die masjinerie en bykomstige uitrusting wat in die proses gebruik staan te word.”.

2. Regulasie 19 word hierby gewysig deur in paragraaf (1) die woorde „paragrafe (1) en (2) van regulasie 17” te vervang deur die woorde „paragraaf (1) van regulasie 17”.

3. Regulasie 20 word hierby deur onderstaande regulasie vervang:—

„20. Die bevoegde beampte kan enigeen verbied om die hysmasjinerie of bykomstige uitrusting van 'n skip wat nie aan die vereistes van Hoofstuk III voldoen nie, in die proses te gebruik.”.