

BASUTOLAND, BECHUANALAND PROTECTO-
RATE, SWAZILAND.

HIGH COMMISSIONER'S NOTICE
No. 232 OF 1947.

CUSTOMS REGULATIONS.

It is hereby notified for general information that His Excellency the High Commissioner, under the powers vested in him by section *one hundred and twenty-one* of the Basutoland Customs Proclamation, 1944 (No. 46 of 1944), the Bechuanaland Protectorate Customs Proclamation, 1944 (No. 51 of 1944), and the Swaziland Customs Proclamation, 1944 (No. 49 of 1944), respectively, has been pleased to make the following regulations.

By Command of His Excellency
the High Commissioner.

H. E. PRIESTMAN,
Administrative Secretary.

High Commissioner's Office,
Pretoria, 20th December, 1947.

PART I.

GENERAL PROVISIONS.

1. These regulations shall have effect from the 1st day of January, 1948.

2. In these regulations "the Proclamation" means the Basutoland Customs Proclamation, 1944 (No. 46 of 1944), the Bechuanaland Protectorate Customs Proclamation, 1944 (No. 51 of 1944), and the Swaziland Customs Proclamation, 1944 (No. 49 of 1944), respectively, and any expression to which a meaning is assigned in that Proclamation bears when used in these regulations the same meaning, unless inconsistent with the context. "Prescribed form" shall mean the form prescribed by the regulations published in terms of the Union of South Africa Customs Act, No. 35 of 1944.

3. Any person transacting business with the Customs shall provide at his own expense all relative forms specified in these regulations and such other forms as may be prescribed from time to time, and any reference in these regulations to any form, and to the numbering or lettering thereof, shall, unless otherwise stated, be construed as a reference to the said forms.

PARTICULARS ON BILLS OF ENTRY.

4. Any person entering any goods for Customs purposes shall do so on the prescribed forms and shall state thereon all particulars specified on such forms. He shall also give full information as to the description, quantities and values of the goods together with such particulars as are necessary for the compilation of reliable trade returns.

5. All bills of entry and duplicates thereof shall be made out in a legible manner, and an officer may refuse to accept any bill of entry if he considers that any part of it is illegible or that it has not been properly completed.

6. In cases of unintentional omission or accidental error, the proper officer may authorise acceptance of vouchers of correction, in the prescribed form, if he is satisfied that the circumstances of the case justify such relief.

PART II.

HOURS OF GENERAL ATTENDANCE, CHARGES FOR EXTRA AND SPECIAL ATTENDANCE, AND DUTIES OF OFFICERS.

HOURS OF GENERAL ATTENDANCE.

7. The hours of general attendance of officers, except on Sundays and public holidays, for the convenience of the public shall be as follows:—

For all ports of entry:—

Weekdays: 8.30 a.m. to 1 p.m., 2.30 p.m. to 5 p.m.

Saturdays: 9 a.m. to 1 p.m.

CHARGES FOR SPECIAL AND EXTRA ATTENDANCE.

8. Where the attendance of an officer is required on Sundays or public holidays or at any time not covered by the hours mentioned in regulation 7, the person requiring such attendance must make application to the proper officer on the form approved by the Director, and must guarantee the payment of the fees approved in the following regulations, and shall pay the same immediately on demand. The proper officer may, in his discretion, previously to allowing such attendance, demand a deposit of an amount sufficient to cover the charges that will be incurred.

9. For extra attendance given in connection with the examination of passengers and their baggage, post office parcels, and the rummage of aircraft, no charge will be made.

10. For the extra attendance of officers at the request of merchants and others, the fee shall be 4s. 6d. per hour for each officer.

11. Where the attendance requested necessitates officers being detailed for duty between the hours of 5 p.m. and 6 a.m. a minimum of three hours will be charged for attendance of three hours or less, and where the attendance requested necessitates officers being detailed for duty between the hours of 6 a.m. and 11 p.m. on Sundays or public holidays a minimum of four hours will be charged for attendance of four hours or less.

12. Any person requesting the attendance of an officer at any time not covered by the hours mentioned in regulation 7, must specify the period for which such attendance is required, and such period, except on Sundays and public holidays shall be reckoned as from the official closing hour in respect of attendance required to commence before midnight or, for attendance required to commence after midnight, from the time the attendance commences until the official commencing hour for duty; provided that in the case of an aircraft commencing or recommencing working at 7 p.m. or later on an ordinary working day, except Saturdays, the charge shall be made as from one hour before such commencement or recommencement.

13. All fees recovered for extra and special attendance shall be paid into revenue, and when such fees are calculated at a rate per hour any portion of an hour shall count as an hour.

PART III.

IMPORTATION OF GOODS.

ENTRY FOR CUSTOMS PURPOSES.

14. The person entering goods on importation shall produce, if required by the proper officer, all documents relating to those goods, and the invoice, which shall be in the form prescribed in Appendix A hereto, shall contain a certificate of value and origin by the supplier or manufacturer, as the case may be, in the form prescribed in Appendix B: Provided that in the case of post office parcels not exceeding £10 in value which do not contain merchandise for sale, the certificate shall be in the form prescribed in Appendix C.

15. The supplier or manufacturer, as the case may be, shall insert opposite each article described on the invoice, and in the columns headed "Current Domestic Value" and "Selling Price to Purchaser" the gross value and price thereof, and at the end or in the body of the invoice shall insert and describe the discounts or allowances, if any, granted or permitted by him on such or similar goods.

APPENDIX A.

FORM OF INVOICE.

(NOTE.—There is no objection to suppliers using their own billheads, provided they are in this form, and in fact it is preferred that they should do so.)

Country of Origin.	Marks, Numbers and Type of Packages.	Quantity and Description of Goods.	Current Domestic Values in Currency of Exporting Country (see paragraphs 3 and 4 of Certificates). Amount.	Selling Price to Purchaser. Amount.

Enumerate the following charges and state whether each amount has been included in or excluded from the above "Current Domestic Value":—

	Amount in Currency of Exporting Country.	State if Included.
1. Cartage to rail, docks or airport..		
2. Inland freight (rail or canal) and other charges to the dock area, or airport, including inland insurance		
3. Labour in packing the goods into outside packages.....		
4. Value of outside packages.....		
5. If the goods are subject to any charge by way of royalties.....		

State full particulars of royalties below.

APPENDIX B.

COMBINED CERTIFICATE OF VALUE AND/OR ORIGIN TO BE WRITTEN, TYPED OR PRINTED ON INVOICES FOR GOODS SENT TO THE TERRITORY.

I,⁽¹⁾....., of⁽²⁾.....
 of⁽³⁾....., manufacturer/supplier of the goods enumerated in this invoice, amounting to.....hereby declare that I⁽⁴⁾ have the authority to make and sign this certificate on behalf of the aforesaid manufacturer/

supplier, and that I have the means of knowing and do hereby certify as follows:—

VALUE.

1. That this invoice is in all respects correct and contains a true and full statement of the price actually paid or to be paid for the said goods, and the actual quantity thereof.

2. That no different invoice of the goods mentioned in the said invoice has been or will be furnished to anyone; and that no arrangement or understanding affecting the purchase price of the said goods has been or will be made or entered into between the said exporter and purchaser or by anyone on behalf of either of them either by way of discount, rebate, compensation, or in any manner whatever other than is as fully shown in this invoice, or as follows⁽²⁾.....

3. That the domestic values shown in the column headed " Current Domestic Values " are not less than those at which the above-mentioned firm or company would be prepared to supply freely to any purchaser for home consumption in the country of exportation and at the date of exportation identically similar goods in the usual wholesale quantities, at⁽⁶⁾..... subject to.....per cent. cash discount, and that such values include/exclude the cost of outside packages, if any, in which the goods are sold in such country for domestic consumption.

4. That the said domestic values include any duty leviable in respect of the goods before they are delivered for home consumption, and that on exportation a drawback or remission or customs/excise duty amounting to.....has been/will be allowed by the revenue authorities in the country of exportation

ORIGIN.

[Delete whichever of 5 (a) or 5 (b) is not applicable. If 5 (a) is used delete 6 and 7. If 5 (b) is used insert required particulars in 6 and 7.]

5. (a) That every article mentioned in the said invoice has been wholly produced or manufactured in⁽⁷⁾.....

(b) That every article mentioned in the said invoice has been either *wholly* or *partially* produced or manufactured in⁽⁷⁾.....

6. As regards those articles only partially produced or manufactured in⁽⁷⁾.....—

(a) that the final process or processes of manufacture have been performed in that country;

(b) that the expenditure in material produced in⁽⁷⁾.....and/or labour performed in⁽⁷⁾.....calculated subject to qualification hereunder, on each and every article is not less than one-fourth of the factory or works costs of such article in its finished state (see note below).

7. That in the calculation of such proportion of produce or labour of⁽⁷⁾..... none of the following items has been included or considered :—

Manufacturer's profit or remuneration of any trader, agent, broker, or other person dealing in the articles in their finished condition; royalties; cost of outside packages or any cost of packing the goods thereinto; any cost of conveying, insuring, or shipping the goods subsequent to their manufacture.

NOTE.—In the case of goods which have at some stage entered into the commerce of or undergone a process of manufacture in a country other than the country from which the goods are exported to the Territory, only that labour and material which is expended on or added to the goods after their return to the exporting country shall be regarded as the produce or manufacture of that country in calculating the proportion of that country's labour and material in the factory or works cost of the finished article.

Dated at.....this..... day of.....19.....
 Witness.....

Signature.....

- (1) Here insert manager, chief clerk, or as the case may be.
- (2) Here insert name of firm or company.
- (3) Here insert name of city or country.
- (4) These words should be omitted where the manufacturer or supplier himself signs the certificate.
- (5) Here insert particulars of any special arrangement.
- (6) Here insert "warehouse", "factory", or "port of shipment".
- (7) Here insert name of country.

APPENDIX C.

CERTIFICATE TO BE ENDORSED ON POSTAL PACKAGES NOT EXCEEDING £10 IN VALUE.

The contents of this package are not merchandise for sale and every article herein to the extent of at least one-fourth of its present value is the produce or manufacture of.....

Dated at.....this.....day of.....19.....

Signature.....

16. The proper officer may, if any person entering any goods on behalf of an importer or exporter is

unable to give all necessary information relating to the goods, refuse to accept or proceed to the examination of the entry or invoices or goods until the importer or exporter has sent some person able to give such information.

LANDING AND DELIVERY, ETC., OF CARGO.

DISCHARGE OF CARGO FROM AIRCRAFT; DEPOSIT OF CARGO IN TRANSIT SHEDS; DELIVERY OF CARGO FROM TRANSIT SHEDS.

17. Except as provided for in this regulation no person shall discharge goods from an aircraft except between the following hours:—

Weekdays: 8.30 a.m. to 1 p.m., 2.30 p.m. to 5 p.m.

Saturdays: 9 a.m. to 1 p.m.

Discharge is not to be effected at any other hour or on Sundays or public holidays except with the special permission in writing of, and under the conditions laid down by the proper officer in charge of the aerodrome.

18. Pilots or their agents requesting permission to discharge goods from aircraft at hours other than those specified in regulation 17, or on Sundays or public holidays, shall pay to the proper officer fees at the prescribed rates for the attendance of such officers as the proper officer may deem necessary.

19. The pilot, agent, or the representative of such pilot or agent, or any other person discharging cargo, shall remove the same into a duly appointed transit shed (or place previously approved by the proper officer) only, and shall stack such cargo in such manner as will readily enable a complete check of all packages to be made. Cargo shall not be removed from one transit shed to another without the specific permission of the proper officer. Intransit cargo, or cargo marked for another place, shall be kept entirely separate from other cargo, and packages which are damaged or discrepant shall not be placed on any vehicle for removal to another place until they have been examined and their contents ascertained in the presence of an officer, and the packages then repaired to the satisfaction of the said officer and sealed by him.

20. If any package is discharged in a leaking, discrepant or otherwise damaged condition, the pilot of the aircraft, or his agent, shall cause that package to be removed, immediately upon discharge, to a place of security approved by the proper officer.

21. In the case of a leaking, discrepant or otherwise damaged package removed to a place of security in terms of regulation 20, the importer (or his agent), if the package has been entered for customs purposes, or otherwise the pilot (or his agent) of the aircraft

from which the package was discharged, shall cause it to be examined, in the presence of an officer, not later than the end of the second working day following the day on which the package was landed (or, in special circumstances, within such further time as the proper officer may consider reasonable and practicable) and an exact and detailed inventory of its contents to be taken.

22. If a leaking, discrepant or otherwise damaged package is dealt with in accordance with regulations 20 and 21, and the proper officer is satisfied that no loss of contents, except by unavoidable circumstances, took place between the time of landing and the time of the examination, the contents of that package as ascertained by the inventory taken on examination shall be accepted, unless there is evidence to the contrary, as representing all the goods imported in that package.

23. If any damaged or discrepant package is due for removal to a place indicated by the proper officer in terms of section *thirty-one* of the Proclamation the pilot of the aircraft in which such package was imported, or the agent of the said pilot, shall cause such package to be examined and its contents ascertained in the presence of an officer, and shall then cause the package to be repaired before it is despatched to the place indicated by the proper officer.

24. Cargo shall not be stacked in the open except with the special sanction of the officer in charge of the shed or place at which the cargo is being discharged, or of the officer on duty.

25. In all cases where goods are deposited in the open the conditions as to stacking stipulated in regulation 19 shall apply.

26. Notwithstanding anything to the contrary in these regulations, goods may be discharged directly from an aircraft into vehicles for immediate conveyance to their destination, but only after permission has been obtained from the officer in charge of the shed or place at which the goods are being discharged or from the officer on duty, and only on condition that the goods are stowed in the vehicles in such manner as will enable them to be readily checked.

27. Delivery of cargo from the aerodrome before discharge of the aircraft has been completed in accordance with these regulations will be permitted provided that the customs landing and delivery order proving that the goods have been duly entered has been received by the customs officer or railway official in charge of the shed, and provided further that the goods are not required for examination by the department. All deliveries shall, however, be subject to the conditions contained in regulations 28 and 40 (2).

28. (a) No person shall deliver goods discharged from an aircraft from any transit shed, or other approved place until he has produced to the customs officer or railway official in charge of such shed or other place a copy of his delivery note endorsed with the corresponding number of the relative customs landing and delivery warrant, and in the event of the work of both landing and forwarding being performed by the Railways and Harbours Administration the rail note, loading note or other equivalent document, which shall likewise be endorsed with the number of the relative customs warrant or order, shall be handed to the said officer or official.

(b) If any goods are delivered in contravention of the terms of paragraph (a), they shall, on demand by the proper officer, be returned to the place whence they were so delivered or brought to such other place as the proper officer may decide, at the expense of the pilot.

29. The Director may enter into such other arrangements with the Railways and Harbours Administration in respect to the handling of goods under regulations 17 to 28 as he deems fit.

30. Every agent, railway official or other person discharging and delivering cargo shall, within seven days from the date on which such discharge commences or such further time as the proper officer may allow, hand to the proper officer a statement specifying the packages reported in terms of section *twenty* of the Proclamation but short-landed, and the packages landed but not so reported, and shall before the expiration of the said seven days or further time allowed by the proper officer deliver all cargo landed but not reported, and all cargo in respect of which due entry has not been made, to the King's Warehouse or such other place as may be approved by the proper officer.

GOODS UNSHIPED OR LANDED FROM WRECKED OR DISTRESSED AIRCRAFT.

31. The person in control of goods recovered from wrecked or distressed aircraft shall compile a list, in duplicate, of such goods containing such particulars thereof as the proper officer may require and shall declare in writing that the contents of such list are true and correct. The said person shall, if the goods are not immediately cleared by entry and payment of the duties after examination, remove them to a warehouse, shed or other place approved by the Director. The said person shall also furnish a bond in the form approved by the Director and with security to the satisfaction of the Director, to cover the duty on such goods and for compliance with customs requirements in respect of those goods. If any such goods are prohibited from importation they shall be liable to

forfeiture unless they are immediately warehoused for exportation, or have been otherwise dealt with as directed by the Director.

32. The lists compiled in terms of regulation 31 shall be handed by the person who compiled them to the nearest officer who shall retain one copy and transmit the other to the Director with a statement as to the disposal of the goods concerned.

EXAMINATION OF GOODS.

33. Every importer or exporter or agent shall, whenever required to do so by the proper officer, convey without delay any packages selected for examination to the approved place for such examination, and shall ensure that such packages are opened and ready for examination within three days of the arrival of the goods at the place of examination. He shall repack the goods as soon as they have been examined and remove them within two days after they have been released by the proper officer, and if he does not so repack and remove the goods they shall be regarded as having been removed to the King's Warehouse and rent at the prescribed rates shall be payable thereon from the date of deposit in the place of examination. The conveyance of goods for the purpose of this regulation shall, except when the goods are conveyed by the Railways and Harbours Administration, be performed only by a person who has entered into a bond in a form approved by the Director, and with security to the Director's satisfaction, that he will duly observe all relative regulations and all conditions laid down by the Director.

IMPORTATIONS OVERLAND INTO THE TERRITORY.

34. For the convenience of importers, customs officers of the Union of South Africa stationed at Lourenco Marques, and of Southern Rhodesia stationed at Beira, are authorised to accept duty on goods imported into the Territory from or through the Province of Mozambique, and in all cases where duty has been paid to the said officers, the Railways and Harbours Administration or other carrier shall not deliver the goods concerned to the consignee in the Territory unless the said Administration or carrier has received with the goods or with the Railway advice note, a certified copy of the duty-paid bill of entry or a customs delivery order.

35. The Railways and Harbours Administration or other carrier shall not on any account delay delivery to the proper officer in the Territory of copies of advice

notes or other documents relating to goods brought into the Territory from the Province of Mozambique, and in the case of goods conveyed by that Administration the station master at the destination station in the Territory shall despatch the said copies to the proper officer indicated by the Director.

REMOVAL OF IMPORTED GOODS AND LOCAL PRODUCE BETWEEN THE TERRITORY AND SOUTH WEST AFRICA, NORTHERN RHODESIA AND SOUTHERN RHODESIA.

36. When any imported goods which have been released from Customs control are consigned or removed from the Territory to and for consumption in South West Africa, Northern Rhodesia or Southern Rhodesia, or from South West Africa, Northern Rhodesia or Southern Rhodesia to and for consumption in the Territory the consignor or remover, as the case may be, shall complete a notice and an advice in the prescribed forms "A" and "B" respectively, and the particulars shown on the said forms "A" and "B" shall be the same in every respect.

37. When any goods produced or manufactured in the Territory are consigned or removed from the Territory to South West Africa, Northern Rhodesia or Southern Rhodesia or any goods produced or manufactured in South West Africa, Northern Rhodesia or Southern Rhodesia are consigned or removed from these territories to the Territory, the consignor or remover, as the case may be, shall complete a declaration and advice in the prescribed forms "C" and "D" respectively, and the particulars shown on the said forms "C" and "D" shall be the same in every respect.

38. In the case of goods forwarded by post, a declaration in the prescribed form "E" shall be substituted for the notice and advice, or declaration and advice, referred to in regulations 36 and 37. The form "E" shall be handed in at the post office with the parcel and shall be forwarded by the postal authorities to the Director. The postal authorities shall not accept the parcel unless the said form "E", duly completed, is furnished by the sender.

39. In the case of goods forwarded by rail or air—

(a) where there is a customs officer at the place of despatch, the forms "A" and "B" or "C" and "D", as the case may be, together with the railway or air consignment note, shall be handed to that officer who shall endorse the consignment note with the number and date of the relative forms. The officer shall forward the "A" or "C" form to the Director and the consignor shall transmit

the advice " B " or " D " to the consignee except in respect of goods forwarded by air, in which case the officer shall attach the " B " or " D " form to the " Manifest and General Declaration of Cargo " of the aircraft for the destination concerned;

(b) where no customs officer is stationed, the forms shall be handed to the railway or air transport officials, who shall forward the " A " or " C " form to the Director and the consignor shall transmit the advice " B " or " D " to the consignee;

(c) no goods shall be despatched by the railway or air transport officials until the above conditions have been complied with.

40. (1) In the case of goods conveyed otherwise than by post, rail or air, the notice " A " or declaration " C " shall be sent direct to the Director by the consignor of the goods. The advice " B " or " D " shall be handed to the person conveying the goods to be delivered by him to the consignee, who shall deliver it, duly endorsed, to the nearest customs officer, District Commissioner or police officer for transmission to the Director.

(2) Before any person in the Territory takes delivery of any goods he shall first produce a relative advice in the form " B " or " D ", and no such goods shall be delivered by the railway or air transport officials until they have received such advice, which, after delivery of the goods, shall be forwarded by them, duly endorsed, to the Director.

41. Excisable goods manufactured in the Territory shall not be removed to South West Africa, Northern Rhodesia or Southern Rhodesia and excisable goods manufactured in South West Africa, Northern Rhodesia or Southern Rhodesia shall not be removed to the Territory unless excise duty has been paid, and in the case of potable spirits, the declaration " C " and advice " D ", and the consignment note or other equivalent document, must be endorsed with the number and date of the permit allowing importation into the country to which the goods are consigned.

REMOVAL FROM THE TERRITORY OF GOODS IMPORTED FROM NORTHERN RHODESIA AND SOUTHERN RHODESIA.

42. Goods other than the growth, produce or manufacture of Southern Rhodesia or Northern Rhodesia, which have been imported into the Territory from Southern Rhodesia or Northern Rhodesia, as the case may be, shall not be removed or sold for removal to the Union of South Africa or South West Africa if the customs duty payable on such goods on importation

into those territories is greater than that charged on importation into Southern Rhodesia or Northern Rhodesia, as the case may be, until the difference of duty has been paid and any regulations controlling and governing such removals have been complied with.

43. Goods being the growth, produce or manufacture of Southern Rhodesia or Northern Rhodesia which have been imported therefrom into the Territory shall not be removed or sold for removal to the Union of South Africa or South West Africa until the customs duty leviable on such goods on importation into those territories has been paid and any regulations controlling and governing such removals have been complied with.

44. No goods the importation of which into the Union or South West Africa from Southern Rhodesia or Northern Rhodesia is prohibited save under permit shall be removed or sold for removal from the Territory to the Union or South West Africa except on production of such permit.

45. Every trader selling goods referred to in regulations 42 and 43 shall take reasonable precautions to satisfy himself that the goods sold are for use or consumption within the Territory; and in the case of purchases the total value of which exceeds one pound, he shall take from the purchaser a certificate in the prescribed form to the effect that such purchases are intended for use or consumption within the Territory, which certificate shall be retained by the trader for a period of six months and be produced by him on demand by any authorised official. If such goods are sold for removal to the Union and South West Africa the trader shall before delivering such goods to the purchaser, obtain payment from him of the difference of duty, or the customs duty leviable (as the case may be) and account therefor to the District Commissioner of his area; or shall obtain from him in lieu of payment of the difference of duty a receipt for that amount issued by any prescribed officer in respect of such payment.

46. Spirits distilled in the Union and South West Africa and imported into the Territory from Southern Rhodesia or Northern Rhodesia shall not be removed or sold for removal to the Union or South West Africa.

47. Every trader shall keep reasonable books of account and other documents relating to the importation by him of goods (including live stock) from Southern Rhodesia or Northern Rhodesia, and the export by him of such goods to the Union and South West Africa. Every such trader shall, if required, at any time during ordinary business hours within a

period of two years after the date of importation produce such books or documents to any duly authorised official of the Territory or to any official of the Department of Customs and Excise of the Union of South Africa being authorised thereto in writing under the hand of the District Commissioner of any District in the Territory.

PASSENGERS AND THEIR BAGGAGE.

48. A passenger entering the Territory shall not remove his baggage, nor any other goods accompanying him, from customs control or cause such baggage or goods to be so removed until they have been released by the proper officer and agents, including officials of the Railways and Harbours Administration, shall not deliver any such baggage or goods left with or handed to them for delivery until such release has been granted.

49. Passengers shall declare unreservedly to the proper officer what goods they have in their possession, taking particular care to mention articles such as the following: Tobacco, cigars, cigarettes, spirits, including perfumed or toilet spirits commonly called perfumery, fire-arms, dangerous weapons, jewellery, fur clothing, live animals, vegetable matter, habit-forming drugs, and presents or parcels for friends. Passengers shall also produce and deliver up any goods the importation of which is prohibited or restricted.

50. The required declaration may be made verbally to the proper officer or on a written statement, in the form approved by the Director and handed to the agents clearing the baggage through customs. Where the agent, including any official of the Railways and Harbours Administration, takes charge of the goods for clearance and delivery the declaration shall be made on the statement which the agent shall hand to the proper officer.

51. Any goods intended for sale imported by passengers shall be specially declared as cargo, and shall be entered as such for customs purposes on the prescribed forms.

AIRCRAFT'S STORES AND PRESENTS.

52. The pilot of an aircraft arriving from any place outside the Territory, shall, if required by the proper officer, declare on the prescribed form the unconsumed stores of the aircraft which are sealable goods, and the pilot and every member of the crew shall also individually declare on the same form all sealable goods which each has on board, either as his property or in his possession.

53. The pilot and every member of the crew respectively shall each be allowed to retain for his own consumption the following quantities of the undermentioned goods:—

	Tobacco in any form.	Portable spirits in any form.	Wine.	Beer or Stout.
	Ounces.	Reputed quarts.	Reputed quarts.	Reputed quarts.
The pilot (for a period of four days).....	8	1	4	4
Officers, including Pursers, Surgeons, Chief Stewards, Wireless Operators and Serangs (for a period of four days)	6	1	4	4
Other members of the crew (for a period of of four days).....	4	—	4*	—

* In the case only of aircraft belonging to countries where wine is provided for in the statutory list of provisions or rations.

This regulation shall not entitle the pilot or any member of the crew to land the goods without permission of the proper officer and payment of duty. If required by the proper officer, the pilot or any member of the crew shall produce to such officer all sealable goods in his possession.

54. The proper officer shall place all quantities in excess of the above scale and all opium, preparations of opium in any form and opium outfits, cocaine, preparations of cocaine and other habit-forming drugs and saccharine under seal, and the pilot shall afford every facility for such sealing.

NOTE.—Regulations 53 and 54 do not apply to stores shipped from bond in the Union or South West Africa.

55. The pilot of an aircraft shall not permit any customs seal to be broken until the aircraft is en route to a place outside the Territory without intending to land at any place in the Territory.

PART IV.

REFUNDS OF DUTY.

56. Applications in terms of section *seventy-three* of the Proclamation for refunds of duty alleged to have been overpaid shall be in the form approved by the Director and the applicant shall state fully therein the circumstances of the case and the reasons why he considers that a refund is due to him.

57. No application for refund of duty in terms of section *seventy-three* of the Proclamation shall be granted unless it is in the prescribed form (Customs S. 51) and is received by the proper officer duly completed to his satisfaction, and with all relative documents which he may require, within two years of the date on which the duty was paid.

PART V.

CLEARANCE OF AIRCRAFT FOR PLACES
OUTSIDE THE TERRITORY.

58. The pilot of an aircraft clearing direct from a port or place in the Territory for a destination outside the Territory shall, if such aircraft subsequently calls at another port or place in the Territory, again clear for such destination.

59. The pilot or agent shall attach to the clearance duplicates of all export bills of entry for non-duty-paid goods and excisable goods which are being exported to places outside the Territory and of any application for the shipment as stores of non-duty-paid imported goods or excisable goods.

60. When an aircraft which leaves a port or place in the Territory with excisable goods on board consigned to oversea destinations is also carrying cargo consigned to another port or place in the Territory, the fact that such excisable goods are on board is to be noted by the pilot or agent on the manifest or transire. The proper officer at such other port or place shall cause examination to be made of delivery orders or tallies, in order to ascertain whether any cargo has been landed on which a refund of excise duty has been granted or claimed.

61. Any such excisable goods which have been landed shall not be removed from customs control unless special authority has been obtained from the proper officer after payment to him of all excise duties due.