

Cargo
remaining
on board.

37. In the case of aircraft and steamships, cargo remaining on board for exportation may be reported as "General cargo remaining on board for exportation" unless the proper officer in any particular case otherwise directs.

Overcarried
cargo.

38. Where the report contains particulars of cargo which has been previously reported in Sierra Leone by an aircraft or ship and overcarried and returned in the same or in another aircraft or ship such cargo shall be separately reported under the heading "Cargo reported by the aircraft/s.s. . . . on (date) and overcarried".

"In
ballast."

39. Aircraft and ships having on board no goods other than stores and the personal baggage of passengers shall be reported "in ballast".

Amending
inward
reports.

40. Where goods are found to be discharged in excess or short of the report the master or his agent may make application to the proper officer for permission to amend the report. Such application shall be in the Form C 8 and shall set out the reasons for the discrepancies:

Provided that if after having reported cargo to be landed it is desired to clear an aircraft or ship without landing a part of such cargo the application to amend the report shall, in respect of such part, state only that it is desired to retain the same on board for re-exportation.

Conditions
precedent to
granting
amendments.

41. Before the proper officer gives permission for a report to be amended the master or his agent shall satisfy him in the case of goods found to be short either:

- (a) that the goods were not loaded, or
- (b) that they were discharged and landed at some previous port, or
- (c) that they were overcarried and landed at a subsequent port; or
- (d) that having been overcarried they were returned to and landed in Sierra Leone on the return voyage or by some other aircraft or ship which loaded them at the port to which they were overcarried.

Rummaging.

42. The master, officers and crew shall give all possible assistance to officers engaged in rummaging an aircraft or ship.

Sufferance
wharves.

43. If the master of an aircraft or ship wishes to proceed to a sufferance wharf or any place other than an approved place of loading or unloading there to load or discharge cargo he must apply to the proper officer for permission in the Form C 9. The proper officer may grant such permission subject to such directions and conditions as he may see fit to impose and to the payment by the master or his agent of fees at the appropriate rates of overtime for each officer employed during the aircraft's or ship's stay at such wharf or place.

Goods landed
at sufferance
wharf to be
pre-entered.

44. No goods may be loaded or unloaded at a sufferance wharf or any place other than an approved place of loading or unloading until they have been duly entered by the exporter or importer as the case may be: