

passengers and their bona fide personal baggage.

(6) The proper officer may permit the master or agent of an aircraft or vessel to amend an obvious error in the outward manifest, or to supply an omission which, in the opinion of the proper officer, results from accident or inadvertence, by furnishing an amended or supplementary outward manifest in the prescribed manner.

(7) Where a certificate of clearance has been granted but the aircraft or vessel in respect of which it was granted has not left the limits of the port in which it was granted, then the proper officer may inform, either orally or in writing, the master of the aircraft or vessel that the certificate of clearance has been cancelled and may require the return of the certificate, and thereupon the certificate shall be deemed never to have been granted.

(8) A master or agent who contravenes an undertaking given under Subsection (4), or who refuses to return a certificate of clearance when so required to do under Subsection (7), shall be guilty of an offence.

Clearance to be produced

119. (1) The proper officer may board an aircraft or vessel in The Gambia after clearance and require the master thereof to produce his certificate of clearance and to answer questions relating to the aircraft or vessel, its cargo, stores, baggage, crew and passengers.

(2) The master of an aircraft or vessel who fails to produce the certificate of clearance on demand shall be guilty of an offence.

Deficiency or surplus in cargo or stores

120. (1) Where, on an aircraft or vessel being boarded by the proper officer, goods or stores which are not contained in the manifest of the aircraft or vessel are found on the aircraft or vessel, then the master thereof shall be guilty of an offence and any goods in respect of which the offence has been committed shall be liable to forfeiture.

(2) Where, on an aircraft or vessel being boarded by

the proper officer, goods which were reported on the arrival of the aircraft or vessel as remaining on board for other wharves or ports in The Gambia, or for re-exportation, or as stores, or which after arrival were put on board for removal under bond to another wharves or port in The Gambia, or for exportation or use as stores, are not on board, due allowance being made in the case of stores for goods which might fairly have been consumed or used then the master of the aircraft or vessel shall be guilty of an offence.

(3) Where, on an aircraft or vessel being boarded by the proper officer after its return to The Gambia from a voyage to a foreign port or place, goods which on the previous arrival of the aircraft or vessel were reported as stores or were then put on board as stores are not on board, due allowance being made for goods which might fairly have been consumed or used, the master of the aircraft or vessel shall be guilty of an offence and liable to a fine not exceeding ten thousand Dalasis and in addition, the master shall be liable to pay the duty on the deficiency of the goods at the rate chargeable on the importation of similar goods.

Aircraft or vessels to bring to at boarding station

121. (1) The master of an aircraft or vessel departing to a foreign port shall bring the vessel or aircraft to the boarding station for the purpose of disembarking any officer on the aircraft or vessel, or for any other purpose of this Act, or when required to do so by the proper officer.

(2) A master of an aircraft or vessel who contravenes this Section shall be guilty of an offence.

Departure overland

122. (1) A person, whether or not in charge of a vehicle and whether or not the vehicle may be conveying goods which are dutiable, departing overland from The Gambia shall not, except where otherwise permitted by the proper officer, depart from The Gambia at a place other than from a port or place appointed under Section 15 and shall before departing-

- (a) report his intended departure to the officer stationed at the port nearest to the point at which he proposes to cross the border;