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PROKLAMASIE

van die

Staatspresident van die Republiek van Suid-Afrika

No. R. 162, 1985

BYVOEGING VAN DIE INTERNASIONALE KONVEN-SIE INSAKE DIE TONNEMAATBEREKENING VAN SKEPE, 1969, AS 'N BYLAE TOT DIE HANDEL-SKEEPVAARTWET, 1951 (WET 57 VAN 1951)

Kragtens die bepalings van artikel 356*bis* (1) van die Handelskeepvaartwet, 1951 (Wet 57 van 1951), voeg ek hierby die Internasionale Konvensie insake die Tonnemaatberekening van Skepe, 1969, wat in die Bylae hiervan vervat is, as Sesde Bylae van genoemde Wet by. Genoemde Bylae tree in werking op die datum van afkondiging hiervan in die *Staatskoerant*.

Gegee onder my Hand en die Seël van die Republiek van Suid-Afrika te Pretoria, op hede die Vyfde dag van Augustus Eenduisend Negehonderd Vyf-en-tagtig.

P. W. BOTHA,
Staatspresident.

Op las van die Staatspresident-in-Kabinet:

H. S. J. SCHOEMAN,
Minister van die Kabinet.

212—A

PROCLAMATION

by the

State President of the Republic of South Africa

No. R. 162, 1985

ADDITION OF THE INTERNATIONAL CONVENTION ON TONNAGE MEASUREMENT OF SHIPS, 1969, AS A SCHEDULE TO THE MERCHANT SHIPPING ACT, 1951 (ACT 57 OF 1951)

In terms of section 356*bis* (1) of the Merchant Shipping Act, 1951 (Act 57 of 1951), I hereby add the International Convention on Tonnage Measurement of Ships, 1969, as set out in the Schedule hereto, as the Sixth Schedule to the said Act. The said Schedule shall come into operation with effect from the date of proclamation hereof in the *Gazette*.

Given under my Hand and the Seal of the Republic of South Africa at Pretoria this Fifth day of August, One thousand Nine hundred and Eighty-five.

P. W. BOTHA,
State President.

By Order of the State President-in-Cabinet:

H. S. J. SCHOEMAN,
Minister of the Cabinet.

9940—1

BYLAE

INTERNASIONALE KONVENSIE INSAKE DIE
TONNEMAATBEREKENING VAN SKEPE, 1969

ARTIKEL 1

Algemene verpligtinge ingevolge die Konvensie

Die Kontrakterende Regerings verbind hulle om uitvoering te gee aan die bepalings van die huidige Konvensie en die Aanhangsels hiervan wat 'n integrerende deel van die huidige Konvensie uitmaak. Elke verwysing na die huidige Konvensie geld terselfdertyd as verwysing na die Aanhangsels.

ARTIKEL 2

Woordskrywings

Vir doeleindes van die huidige Konvensie, tensy uitdruklik anders bepaal, beteken—

- (1) "Regulasies" die Regulasies wat 'n aanhangsel van die huidige Konvensie vorm;
- (2) "Administrasie" die Regering van die Staat onder wie se vlag die skip vaar;
- (3) "internasionale reis" 'n seereis van 'n land af waarop die huidige Konvensie van toepassing is na 'n hawe buite sodanige land, of omgekeerd. Vir dié doel word elke gebied vir wie se internasionale betrekkings 'n Kontrakterende Regering verantwoordelik is of van wie die Verenigde Nasies die administratiewe owerheid is, as 'n afsonderlike land beskou;
- (4) "bruto tonnemaat" die maat van die algehele omvang van 'n skip bereken ooreenkomstig die bepalings van die huidige Konvensie;
- (5) "netto tonnemaat" die maat van die bruikbare inhoudsvermoë van 'n skip bereken ooreenkomstig die bepalings van die huidige Konvensie;
- (6) "nuwe skip" 'n skip waarvan die kiel gelê is of wat op 'n dergelike stadium van konstruksie is op of na die datum waarop die huidige Konvensie in werking tree;
- (7) "bestaande skip" 'n skip wat nie 'n nuwe skip is nie;
- (8) "lengte" 96 persent van die algehele lengte op 'n waterlyn by 85 persent van die kleinste gevormde diepte gemeet van die bokant van die kiel af, of die lengte van die voorkant van die voorstewe af tot by die as van die roerkoning op daardie waterlyn, indien dit die langste is. By skepe wat met 'n kielhelling ontwerp is, moet die waterlyn waarlangs hierdie lengte gemeet word, parallel loop met die ontwerpwaterlyn;
- (9) "Organisasie" die Intergoewermentele Seevaartkon-sultorganisasie.

ARTIKEL 3

Toepassing

(1) Die huidige Konvensie geld vir die volgende skepe wat op internasionale reis gebruik word:

- (a) Skepe geregistreer in lande waarvan die Regerings Kontrakterende Regerings is;

SCHEDULE

INTERNATIONAL CONVENTION ON TONNAGE
MEASUREMENT OF SHIPS, 1969

ARTICLE 1

General obligation under the Convention

The Contracting Governments undertake to give effect to the provisions of the present Convention and the Annexes hereto which shall constitute an integral part of the present Convention. Every reference to the present Convention constitutes at the same time a reference to the Annexes.

ARTICLE 2

Definitions

For the purpose of the present Convention, unless expressly provided otherwise—

- (1) "Regulations" means the Regulations annexed to the present Convention;
- (2) "Administration" means the Government of the State whose flag the ship is flying;
- (3) "international voyage" means a sea voyage from a country to which the present Convention applies to a port outside such country, or conversely. For this purpose, every territory for the international relations of which a Contracting Government is responsible or for which the United Nations are the administering authority is regarded as a separate country;
- (4) "gross tonnage" means the measure of the overall size of a ship determined in accordance with the provisions of the present Convention;
- (5) "net tonnage" means the measure of the useful capacity of a ship determined in accordance with the provisions of the present Convention;
- (6) "new ship" means a ship the keel of which is laid, or which is at a similar stage of construction, on or after the date of coming into force of the present Convention;
- (7) "existing ship" means a ship which is not a new ship;
- (8) "length" means 96 per cent of the total length on a waterline at 85 per cent of the least moulded depth measured from the top of the keel, or the length from the fore side of the stem to the axis of the rudder stock on that waterline, if that be greater. In ships designed with a rake of keel the waterline on which this length is measured shall be parallel to the designed waterline;
- (9) "Organization" means the Inter-Governmental Maritime Consultative Organization.

ARTICLE 3

Application

(1) The present Convention shall apply to the following ships engaged on international voyages:

- (a) Ships registered in countries the Governments of which are Contracting Governments;

(b) skepe geregistreer in gebiede waartoe die huidige Konvensie ingevolge Artikel 20 uitgebrei word; en

(c) ongeregistreerde skepe wat vaar onder die vlag van 'n Staat waarvan die Regering 'n Kontrakterende Regering is.

(2) Die huidige Konvensie geld vir—

(a) nuwe skepe;

(b) bestaande skepe wat verbouings of modiëerings ondergaan wat die Administrasie ag 'n belangrike wysiging van hulle bestaande bruto tonnemaat te wees;

(c) bestaande skepe indien die eienaar dit versoek; en

(d) alle bestaande skepe, twaalf jaar na die datum waarop die Konvensie in werking tree, met die uitsondering dat sodanige skepe, afgesien van dié wat in (b) en (c) van hierdie paragraaf genoem is, hulle dan bestaande tonnemaat behou vir doeleindes van die toepassing op hulle van toepaslike vereistes ingevolge ander bestaande Internasionale Konvensies.

(3) Bestaande skepe waarop die huidige Konvensie van toepassing gemaak is ooreenkomstig subparagraaf (2) (c) van hierdie Artikel, se tonnemaat mag daarna nie bepaal word ooreenkomstig die vereistes wat die Administrasie voor die inwerkingtreë van die huidige Konvensie op skepe op internasionale reise toegepas het nie.

ARTIKEL 4

Uitsonderings

(1) Die huidige Konvensie is nie van toepassing nie op—

(a) oorlogsskepe; en

(b) skepe van minder as 24 meter (79 voet) lank.

(2) Niks hierin geld vir skepe wat uitsluitlik die volgende bevaar nie:

(a) Die Groot Mere van Noord-Amerika en die St. Lawrence-rivier so ver oos as 'n loksodroom getrek van Kaap des Rosiers tot by West Point, Anticosti-eiland en, aan die noordekant van Anticosti-eiland, die lengtemeridiaan 63°W;

(b) die Kaspiese See; of

(c) die La Plata-, die Parana- en die Uruguayrivier so ver oos as 'n loksodroom getrek tussen Punta Rasa (Cabo San Antonio), Argentinië, en Punta del Este, Uruguay.

ARTIKEL 5

Oormag

(1) 'n Skip wat ten tyde van sy vertrek op 'n reis nie aan die bepalings van die huidige Konvensie onderworpe is nie, word nie weens 'n afwyking van die voorgenome reis as gevolg van slegte weer of 'n ander geval van oormag aan die bepalings van die huidige Konvensie onderworpe nie.

(2) By die toepassing van die bepalings van die huidige Konvensie moet die Kontrakterende Regerings 'n afwyking of vertraging met betrekking tot 'n skip weens slegte weer of 'n ander oormagsoorsaak, behoorlik in aanmerking neem.

(b) ships registered in territories to which the present Convention is extended under Article 20; and

(c) unregistered ships flying the flag of a State, the Government of which is a Contracting Government.

(2) The present Convention shall apply to—

(a) new ships;

(b) existing ships which undergo alterations or modifications which the Administration deems to be a substantial variation in their existing gross tonnage;

(c) existing ships if the owner so requests; and

(d) all existing ships, twelve years after the date on which the Convention comes into force, except that such ships, apart from those mentioned in (b) and (c) of this paragraph, shall retain their then existing tonnages for the purposes of the application to them of relevant requirements under other existing International Conventions.

(3) Existing ships to which the present Convention has been applied in accordance with sub-paragraph (2) (c) of this Article shall not subsequently have their tonnages determined in accordance with the requirements which the Administration applied to ships on international voyages prior to the coming into force of the present Convention.

ARTICLE 4

Exceptions

(1) The present Convention shall not apply to—

(a) ships of war; and

(b) ships of less than 24 metres (79 feet) in length.

(2) Nothing herein shall apply to ships solely navigating—

(a) the Great Lakes of North America and the River St. Lawrence as far east as a rhumb line drawn from Cap des Rosiers to West Point, Anticosti Island, and, on the north side of Anticosti Island, the meridian of longitude 63°W;

(b) the Caspian Sea; or

(c) the Plate, Parana and Uruguay Rivers as far east as a rhumb line drawn between Punta Rasa (Cabo San Antonio), Argentina, and Punta del Este, Uruguay.

ARTICLE 5

Force majeure

(1) A ship which is not subject to the provisions of the present Convention at the time of its departure on any voyage shall not become subject to such provisions on account of any deviation from its intended voyage due to stress of weather or any other cause of *force majeure*.

(2) In applying the provisions of the present Convention, the Contracting Governments shall give due consideration to any deviation or delay caused to any ship owing to stress of weather or any other cause of *force majeure*.

ARTIKEL 6

Tonnemaatbepaling

Die bepaling van die bruto en die netto tonnemaat moet geskied deur die Administrasie, wat sodanige bepaling egter kan toevertrou aan of persone of organisasies wat hy erken. In elke geval aanvaar die betrokke Administrasie volle verantwoordelikheid vir die bepaling van die bruto en die netto tonnemaat.

ARTIKEL 7

Uitreiking van sertifikaat

(1) 'n Internasionale Tonnemaatsertifikaat (1969) moet uitgereik word aan elke skip waarvan die bruto en die netto tonnemaat ooreenkomstig die huidige Konvensie bepaal is.

(2) Sodanige sertifikaat moet uitgereik word deur die Administrasie of deur 'n persoon of organisasie wat hy behoorlik daartoe gemagtig het. In elke geval aanvaar die Administrasie volle verantwoordelikheid vir die sertifikaat.

ARTIKEL 8

Uitreiking van sertifikaat deur 'n ander Regering

(1) 'n Kontrakterende Regering kan op versoek van 'n ander Kontrakterende Regering en ooreenkomstig die huidige Konvensie die bruto en die netto tonnemaat van 'n skip bepaal en 'n Internasionale Tonnemaatsertifikaat (1969) vir die skip uitreik of die uitreiking daarvan magtig.

(2) 'n Afskrif van die sertifikaat en 'n afskrif van die berekenings van die tonnemaat moet so spoedig moontlik deurgestuurd word aan die Regering wat die versoek gerig het.

(3) 'n Sertifikaat wat aldus uitgereik is, moet 'n verklaring bevat ten effekte dat hy uitgereik is op versoek van die Regering van die Staat onder wie se vlag die skip vaar of sal vaar, en het dieselfde geldigheid en moet dieselfde erkenning ontvang as 'n sertifikaat wat kragtens Artikel 7 uitgereik is.

(4) Geen Internasionale Tonnemaatsertifikaat (1969) mag uitgereik word nie vir 'n skip wat onder die vlag vaar van 'n Staat waarvan die Regering nie 'n Kontrakterende Regering is nie.

ARTIKEL 9

Vorm van sertifikaat

(1) Die sertifikaat word opgestel in die amptelike taal of tale van die land wat hom uitreik. Indien die taal nog Engels of Frans is, moet die teks 'n vertaling in een van dié tale insluit.

(2) Die vorm van die sertifikaat moet ooreenstem met dié van die model wat in Aanhangsel II verstrekk word.

ARTIKEL 10

Intrekking van sertifikaat

(1) Behoudens enige uitsonderings waarvoor die Regulasies voorsiening maak, vervel 'n Internasionale Tonnemaatsertifikaat (1969) se geldigheid en moet die Administrasie

ARTICLE 6

Determination of tonnages

The determination of gross and net tonnages shall be carried out by the Administration which may, however, entrust such determination either to persons or organizations recognized by it. In every case the Administration concerned shall accept full responsibility for the determination of gross and net tonnages.

ARTICLE 7

Issue of certificate

(1) An International Tonnage Certificate (1969) shall be issued to every ship, the gross and net tonnages of which have been determined in accordance with the present Convention.

(2) Such certificate shall be issued by the Administration or by any person or organization duly authorized by it. In every case, the Administration shall assume full responsibility for the certificate.

ARTICLE 8

Issue of certificate by another Government

(1) A Contracting Government may, at the request of another Contracting Government, determine the gross and net tonnages of a ship and issue or authorize the issue of an International Tonnage Certificate (1969) to the ship in accordance with the present Convention.

(2) A copy of the certificate and a copy of the calculations of the tonnages shall be transmitted as early as possible to the requesting Government.

(3) A certificate so issued shall contain a statement to the effect that it has been issued at the request of the Government of the State whose flag the ship is or will be flying and it shall have the same validity and receive the same recognition as a certificate issued under Article 7.

(4) No International Tonnage Certificate (1969) shall be issued to a ship which is flying the flag of a State the Government of which is not a Contracting Government.

ARTICLE 9

Form of certificate

(1) The certificate shall be drawn up in the official language or languages of the issuing country. If the language used is neither English nor French, the text shall include a translation into one of these languages.

(2) The form of the certificate shall correspond to that of the model given in Annex II.

ARTICLE 10

Cancellation of certificate

(1) Subject to any exceptions provided in the Regulations, an International Tonnage Certificate (1969) shall cease to be valid and shall be cancelled by the Administra-

hom intrek indien modifiërings plaasgevind het in die inrigting, konstruksie, inhoudsvermoë, aanwending van ruimtes, totale getal passasiers wat die skip kan vervoer soos aangedui op die skip se passasiersertifikaat, vasgestelde laslyn of toegelate diepgang van die skip wat sodanig is dat dit 'n toename in bruto tonnemaat of netto tonnemaat noodsaaklik maak.

(2) 'n Sertifikaat wat deur 'n Administrasie vir 'n skip uitgereik is, se geldigheid verval by oordrag van so 'n skip om onder die vlag van 'n ander Staat te vaar, uitgesonderd soos bepaal in paragraaf (3) van hierdie Artikel.

(3) By oordrag van 'n skip om onder die vlag te vaar van 'n ander Staat waarvan die Regering 'n Kontrakterende Regering is, bly die Internasionale Tonnemaatsertifikaat (1969) van krag vir 'n tydperk van hoogstens drie maande, of totdat die Administrasie 'n ander Internasionale Tonnemaatsertifikaat (1969) ter vervanging daarvan uitreik, na gelang van wat die eerste is. Die Kontrakterende Regering van die Staat onder wie se vlag die skip tot op daardie tydstip gevaar het, moet so gou doenlik nadat oordrag geskied, aan die Administrasie 'n afskrif besorg van die sertifikaat waaroor die skip ten tyde van die oordrag beskik het asook 'n afskrif van die betrokke tonnemaatberekenings.

ARTIKEL 11

Aanvaarding van sertifikaat

Die sertifikaat wat op gesag van 'n Kontrakterende Regering uitgereik is ooreenkomstig die huidige Konvensie, moet deur die ander Kontrakterende Regerings aanvaar word en vir alle doeleindes wat deur die huidige Konvensie gedek word, beskou word as van dieselfde krag as sertifikate wat deur hulle uitgereik word.

ARTIKEL 12

Inspeksie

(1) Wanneer hy in die hawens van ander Kontrakterende Regerings is, is 'n skip wat onder die vlag van 'n Staat vaar waarvan die Regering 'n Kontrakterende Regering is, onderworpe aan inspeksie deur beamptes wat behoorlik deur sodanige Regerings daartoe gemagtig is. Sodanige inspeksie word daartoe beperk om seker te maak—

- (a) dat die skip oor 'n geldige Internasionale Tonnemaatsertifikaat (1969) beskik; en
- (b) dat die skip se hoofeenskappe ooreenstem met die gegewens op die sertifikaat.

(2) In geen geval mag die uitvoer van sodanige inspeksie die skip enigsins vertraag nie.

(3) Sou dit uit die inspeksie blyk dat die skip se hoofeenskappe verskil van dié wat op die Internasionale Tonnemaatsertifikaat (1969) aangebring is, sodat dit 'n toename in die bruto of die netto tonnemaat tot gevolg het, moet die Regering van die Staat onder wie se vlag die skip vaar, onverwyld in kennis gestel word.

ARTIKEL 13

Voorregte

Daar kan nie op die voorregte van die huidige Konvensie aanspraak gemaak word ten gunste van 'n skip nie tensy hy oor 'n geldige sertifikaat kragtens die Konvensie beskik.

tion if alterations have taken place in the arrangement, construction, capacity, use of spaces, total number of passengers the ship is permitted to carry as indicated in the ship's passenger certificate, assigned load line or permitted draught of the ship, such as would necessitate an increase in gross tonnage or net tonnage.

(2) A certificate issued to a ship by an Administration shall cease to be valid upon transfer of such a ship to the flag of another State, except as provided in paragraph (3) of this Article.

(3) Upon transfer of a ship to the flag of another State the Government of which is a Contracting Government, the International Tonnage Certificate (1969) shall remain in force for a period not exceeding three months, or until the Administration issues another International Tonnage Certificate (1969) to replace it, whichever is the earlier. The Contracting Government of the State whose flag the ship was flying hitherto shall transmit to the Administration as soon as possible after the transfer takes place a copy of the certificate carried by the ship at the time of transfer and a copy of the relevant tonnage calculations.

ARTICLE 11

Acceptance of certificate

The certificate issued under the authority of a Contracting Government in accordance with the present Convention shall be accepted by the other Contracting Governments and regarded for all purposes covered by the present Convention as having the same validity as certificates issued by them.

ARTICLE 12

Inspection

(1) A ship flying the flag of a State the Government of which is a Contracting Government shall be subject, when in the ports of other Contracting Governments, to inspection by officers duly authorized by such Governments. Such inspection shall be limited to the purpose of verifying—

- (a) that the ship is provided with a valid International Tonnage Certificate (1969); and
- (b) that the main characteristics of the ship correspond to the data given in the certificate.

(2) In no case shall the exercise of such inspection cause any delay to the ship.

(3) Should the inspection reveal that the main characteristics of the ship differ from those entered on the International Tonnage Certificate (1969) so as to lead to an increase in the gross tonnage or the net tonnage, the Government of the State whose flag the ship is flying shall be informed without delay.

ARTICLE 13

Privileges

The privileges of the present Convention may not be claimed in favour of any ship unless it holds a valid certificate under the Convention.

ARTIKEL 14

Vroeëre verdrae, konvensies en reëlings

(1) Alle ander verdrae, konvensies en reëlings betreffende tonnemaataangeleenthede wat tans van krag is tussen Regerings wat Partye by die huidige Konvensie is, bly vir hulle geldigheidsduur ten volle van krag in die geval van—

- (a) skepe waarop die huidige Konvensie nie van toepassing is nie; en
- (b) skepe waarop die huidige Konvensie van toepassing is, ten aansien van sake waarvoor daar nie uitdruklik in die Konvensie voorsiening gemaak is nie.

(2) Vir sover sodanige verdrae, konvensies of reëlings met die bepalinge van die huidige Konvensie in stryd is, gee die bepalinge van die huidige Konvensie egter die deurslag.

ARTIKEL 15

Oordrag van inligting

Die Kontrakterende Regerings verbind hulle om die volgende aan die Organisasie te verstrek en by hom in te dien:

- (a) 'n voldoende aantal eksemplare van hulle sertifikate uitgereik kragtens die bepalinge van die huidige Konvensie, vir verspreiding onder die Kontrakterende Regerings;
- (b) die teks van die wette, orders, dekrete, regulasies en ander stukke wat in verband met die onderskeie aangeleenthede binne die bestek van die huidige Konvensie uitgevaardig is; en
- (c) 'n lys nie-regeringsagentskappe wat gemagtig is om namens hulle op te tree in sake rakende tonnemaat, vir verspreiding onder die Kontrakterende Regerings.

ARTIKEL 16

Ondertekening, aanvaarding en toetrede

(1) Die huidige Konvensie bly van 23 Junie 1969 af ses maande lank beskikbaar vir ondertekening, en is daarna vir toetrede beskikbaar. Regerings van Lidstate van die Verenigde Nasies, of van enige van die Gespesialiseerde Agentskappe, of van die Internasionale Atoomkrag-agentskap, of partye by die Statute van die Internasionale Geregshof, kan Partye by die Konvensie word deur—

- (a) ondertekening sonder voorbehoud wat aanvaarding betref;
- (b) ondertekening onderworpe aan aanvaarding gevolg deur aanvaarding; of
- (c) toetrede.

(2) Aanvaarding of toetrede geskied deur die indiening van 'n dokument van aanvaarding of toetrede by die Organisasie. Die Organisasie moet alle Regerings wat die huidige Konvensie onderteken het of daartoe toegetree het in kennis stel van elke nuwe aanvaarding of toetrede en van die indieningsdatum daarvan. Die Organisasie moet ook alle Regerings wat die Konvensie reeds onderteken het, in kennis stel van elke ondertekening wat gedurende die ses maande van 23 Junie 1969 af plaasgevind het.

ARTIKEL 17

Inwerkingtreding

(1) Die huidige Konvensie tree in werking vier-en-twintig maande na die datum waarop minstens vyf-en-twintig Regerings van State wie se gekombineerde handelsvloete minstens vyf-en-sestig persent van die bruto tonnemaat van die wêreld se handelsvloot uitmaak, dit onderteken het sonder voorbehoud wat aanvaarding betref, of ooreenkomstig Artikel 16 dokumente van aanvaarding of toetrede ingedien het. Die Organisasie moet alle Regerings wat die huidige Konvensie onderteken het of daartoe toegetree het, in kennis stel van die datum waarop dit in werking tree.

ARTICLE 14

Prior treaties, conventions and arrangements

(1) All other treaties, conventions and arrangements relating to tonnage matters at present in force between Governments Parties to the present Convention shall continue to have full and complete effect during the terms thereof as regards—

- (a) ships to which the present Convention does not apply; and
- (b) ships to which the present Convention applies, in respect of matters for which it has not expressly provided.

(2) To the extent, however, that such treaties, conventions or arrangements conflict with the provisions of the present Convention, the provisions of the present Convention shall prevail.

ARTICLE 15

Communication of information

The Contracting Governments undertake to communicate to and deposit with the Organization—

- (a) a sufficient number of specimens of their certificates issued under the provisions of the present Convention for circulation to the Contracting Governments;
- (b) the text of the laws, orders, decrees, regulations and other instruments which shall have been promulgated on the various matters within the scope of the present Convention; and
- (c) a list of non-governmental agencies which are authorized to act in their behalf in matters relating to tonnages for circulation to the Contracting Governments.

ARTICLE 16

Signature, acceptance and accession

(1) The present Convention shall remain open for signature for six months from 23 June 1969, and shall thereafter remain open for accession. Governments of States Members of the United Nations, or of any of the Specialized Agencies, or of the International Atomic Energy Agency, or parties to the Statute of the International Court of Justice may become Parties to the Convention by—

- (a) signature without reservation as to acceptance;
- (b) signature subject to acceptance followed by acceptance; or
- (c) accession.

(2) Acceptance or accession shall be effected by the deposit of an instrument of acceptance or accession with the Organization. The Organization shall inform all Governments which have signed the present Convention or acceded to it of each new acceptance or accession and of the date of its deposit. The Organization shall also inform all Governments which have already signed the Convention of any signature effected during the six months from 23 June 1969.

ARTICLE 17

Coming into force

(1) The present Convention shall come into force twenty-four months after the date on which not less than twenty-five Governments of States the combined merchant fleets of which constitute not less than sixty-five per cent of the gross tonnage of the world's merchant shipping have signed without reservation as to acceptance or deposited instruments of acceptance or accession in accordance with Article 16. The Organization shall inform all Governments which have signed or acceded to the present Convention of the date on which it comes into force.

(2) Vir Regerings wat 'n dokument van aanvaarding van of toetreding tot die huidige Konvensie ingedien het gedurende die vier-en-twintig maande wat in paragraaf (1) van hierdie Artikel genoem is, word die aanvaarding of toetreding van krag met die inwerkingtreding van die huidige Konvensie of drie maande na die indieningsdatum van die dokument van aanvaarding of toetreding, wat ook al die laaste datum is.

(3) Vir Regerings wat 'n dokument van aanvaarding van of van toetreding tot die huidige Konvensie ingedien het na die datum waarop dit in werking tree, word die Konvensie van krag drie maande na die indieningsdatum van sodanige dokument.

(4) Na die datum waarop al die vereiste maatreëls om 'n wysiging van die huidige Konvensie van krag te laat word, afgehandel is, of al die nodige aanvaardings geag word te geskied het ooreenkomstig Artikel 18 (2) (b) in die geval van 'n wysiging deur eenparige aanvaarding, word elke dokument van aanvaarding of toetreding geag van toepassing te wees op die Konvensie in sy gewysigde vorm.

ARTIKEL 18

Wysigings

(1) Die huidige Konvensie kan op voorstel van 'n Kontrakterende Regering gewysig word volgens enige van die prosedures wat in hierdie Artikel uiteengesit word.

(2) Wysiging deur eenparige aanvaarding:

(a) Op versoek van 'n Kontrakterende Regering moet 'n wysiging aan die huidige Konvensie wat hy voorstel, deur die Organisasie vir oorweging oorgedra word aan al die Kontrakterende Regerings met die oog op 'n eenparige aanvaarding.

(b) Elke sodanige wysiging word van krag twaalf maande na die datum waarop dit deur al die Kontrakterende Regerings aanvaar word tensy daar oor 'n vroeër datum ooreengekom word. 'n Kontrakterende Regering wat nie sy aanvaarding of verwerping van die wysiging aan die Organisasie oordra binne vier-en-twintig maande nadat laasgenoemde dit die eerste maal aan hom oorgedra het nie, word geag die wysiging te aanvaar het.

(3) Wysiging na oorweging in die Organisasie:

(a) Op versoek van 'n Kontrakterende Regering moet 'n wysiging aan die huidige Konvensie wat hy voorstel, in die Organisasie oorweeg word. Indien dit aanvaar word deur 'n tweederdemeerderheid van diegene wat in die Komitee vir die Veiligheid van Seeliede van die Organisasie teenwoordig is en stem, moet sodanige wysiging minstens ses maande voordat die Vergadering van die Organisasie dit oorweeg, oorgedra word aan alle Lede van die Organisasie en al die Kontrakterende Regerings.

(b) Indien dit aanvaar word deur 'n tweederdemeerderheid van diegene wat op die Vergadering teenwoordig is en stem, moet die Organisasie die wysiging vir hulle aanvaarding oordra aan al die Kontrakterende Regerings.

(c) Sodanige wysiging word van krag twaalf maande na die datum waarop dit deur twee derdes van die Kontrakterende Regerings aanvaar is. Die wysiging word van krag vir al die Kontrakterende Regerings, uitgesonderd dié wat voordat dit van krag word, verklaar dat hulle die wysiging nie aanvaar nie.

(2) For Governments which have deposited an instrument of acceptance or of accession to the present Convention during the twenty-four months mentioned in paragraph (1) of this Article, the acceptance or accession shall take effect on the coming into force of the present Convention or three months after the date of deposit of the instrument of acceptance or accession, whichever is the later date.

(3) For Governments which have deposited an instrument of acceptance or of accession to the present Convention after the date on which it comes into force, the Convention shall come into force three months after the date of the deposit of such instrument.

(4) After the date on which all the measures required to bring an amendment to the present Convention into force have been completed, or all necessary acceptances are deemed to have been given under sub-paragraph (b) of paragraph (2) of Article 18 in case of amendment by unanimous acceptance, any instrument of acceptance or accession deposited shall be deemed to apply to the Convention as amended.

ARTICLE 18

Amendments

(1) The present Convention may be amended upon the proposal of a Contracting Government by any of the procedures specified in this Article.

(2) Amendment by unanimous acceptance:

(a) Upon the request of a Contracting Government, any amendment proposed by it to the present Convention shall be communicated by the Organization to all Contracting Governments for consideration with a view to unanimous acceptance.

(b) Any such amendment shall enter into force twelve months after the date of its acceptance by all Contracting Governments unless an earlier date is agreed upon. A Contracting Government which does not communicate its acceptance or rejection of the amendment to the Organization within twenty-four months of its first communication by the latter shall be deemed to have accepted the amendment.

(3) Amendment after consideration in the Organization:

(a) Upon the request of a Contracting Government, any amendment proposed by it to the present Convention will be considered in the Organization. If adopted by a majority of two-thirds of those present and voting in the Maritime Safety Committee of the Organization, such amendment shall be communicated to all Members of the Organization and all Contracting Governments at least six months prior to its consideration by the Assembly of the Organization.

(b) If adopted by a two-thirds majority of those present and voting in the Assembly, the amendment shall be communicated by the Organization to all Contracting Governments for their acceptance.

(c) Such amendment shall come into force twelve months after the date on which it is accepted by two-thirds of the Contracting Governments. The amendment shall come into force with respect to all Contracting Governments except those which, before it comes into force, make a declaration that they do not accept the amendment.

- (d) Deur 'n tweederdemeerderheid van diegene wat teenwoordig is en stem, met inbegrip van twee derdes van die Regerings wat in die Komitee vir die Veiligheid van Seeliede verteenwoordig is en wat op die Vergadering teenwoordig is en stem, kan die Vergadering ten tyde van die aanvaarding daarvan 'n bepaling voorstel dat die wysiging van so 'n belangrike aard is dat 'n Kontrakterende Regering wat ingevolge subparagraaf (c) van hierdie paragraaf 'n verklaring doen en wat die wysiging nie aanvaar binne twaalf maande nadat dit van krag word nie, na verloop van dié tydperk nie meer 'n party by die huidige Konvensie is nie. Hierdie bepaling is onderworpe aan die aanvaarding daarvan vooraf deur twee derdes van die Kontrakterende Regerings.
- (e) Niks in hierdie paragraaf verhoed dat die Kontrakterende Regering wat eerste kragtens hierdie paragraaf optrede betreffende 'n wysiging aan die huidige Konvensie voorstel, te eniger tyd sodanige alternatiewe stappe doen as wat hy ooreenkomstig paragraaf (2) of (4) van hierdie Artikel wenslik ag nie.
- (4) Wysiging deur 'n konferensie:
- (a) Op 'n Kontrakterende Regering se versoek waarmee minstens een derde van die Kontrakterende Regerings akkoord gaan, sal die Organisasie 'n konferensie van Regerings belê om wysigings aan die huidige Konvensie te oorweeg.
- (b) Elke wysiging wat deur so 'n konferensie aanvaar word deur 'n tweederdemeerderheid van dié van die Kontrakterende Regerings wat teenwoordig is en stem, moet deur die Organisasie vir hulle aanvaarding oorgedra word aan al die Kontrakterende Regerings.
- (c) Sodanige wysiging word van krag twaalf maande na die datum waarop dit deur twee derdes van die Kontrakterende Regerings aanvaar is. Die wysiging word van krag vir al die Kontrakterende Regerings, uitgesonderd dié wat voordat dit van krag word verklaar dat hulle die wysiging nie aanvaar nie.
- (d) Deur 'n tweederdemeerderheid van diegene wat teenwoordig is en stem, kan 'n konferensie wat kragtens subparagraaf (a) van hierdie paragraaf belê is, ten tyde van die aanvaarding daarvan bepaal dat die wysiging van so 'n belangrike aard is dat 'n Kontrakterende Regering wat ingevolge subparagraaf (c) van hierdie paragraaf 'n verklaring doen en wat die wysiging nie aanvaar binne twaalf maande nadat dit van krag word nie, na verloop van dié tydperk nie meer 'n party by die huidige Konvensie is nie.
- (5) Die Organisasie moet al die Kontrakterende Regerings in kennis stel van alle wysigings wat kragtens hierdie Artikel van krag word, asook van die datum waarop elke sodanige wysiging van krag sal word.
- (6) Elke aanvaarding of verklaring kragtens hierdie Artikel moet geskied by wyse van die indiening van 'n dokument by die Organisasie, wat al die Kontrakterende Regerings in kennis moet stel van die ontvangs van die aanvaarding of verklaring.
- (d) The Assembly, by a two-thirds majority of those present and voting, including two-thirds of the Governments represented on the Maritime Safety Committee and present and voting in the Assembly, may propose a determination at the time of its adoption that an amendment is of such an important nature that any Contracting Government which makes a declaration under sub-paragraph (c) of this paragraph and which does not accept the amendment within a period of twelve months after it comes into force, shall cease to be a party to the present Convention upon the expiry of that period. This determination shall be subject to the prior acceptance of two-thirds of the Contracting Governments.
- (e) Nothing in this paragraph shall prevent the Contracting Government which first proposed action under this paragraph on an amendment to the present Convention from taking at any time such alternative action as it deems desirable in accordance with paragraphs (2) or (4) of this Article.
- (4) Amendment by a conference:
- (a) Upon the request of a Contracting Government, concurred in by at least one-third of the Contracting Governments, a conference of Governments will be convened by the Organization to consider amendments to the present Convention.
- (b) Every amendment adopted by such a conference by a two-thirds majority of those present and voting of the Contracting Governments shall be communicated by the Organization to all Contracting Governments for their acceptance.
- (c) Such amendment shall come into force twelve months after the date on which it is accepted by two-thirds of the Contracting Governments. The amendment shall come into force with respect to all Contracting Governments except those which, before it comes into force, make a declaration that they do not accept the amendment.
- (d) By a two-thirds majority of those present and voting, a conference convened under sub-paragraph (a) of this paragraph may determine at the time of its adoption that an amendment is of such an important nature that any Contracting Government which makes a declaration under sub-paragraph (c) of this paragraph, and which does not accept the amendment within a period of twelve months after it comes into force, shall cease to be a Party to the present Convention upon the expiry of that period.
- (5) The Organization shall inform all Contracting Governments of any amendments which may come into force under this Article, together with the date on which each such amendment will come into force.
- (6) Any acceptance or declaration under this Article shall be made by the deposit of an instrument with the Organization which shall notify all Contracting Governments of the receipt of the acceptance or declaration.

ARTIKEL 19

Opsegging

(1) Die huidige Konvensie kan deur 'n Kontrakterende Regering opgesê word te eniger tyd na verstryking van vyf jaar van die datum af waarop die Konvensie vir daardie Regering in werking tree.

(2) Opsegging geskied deur die indiening van 'n dokument by die Organisasie, wat al die ander Kontrakterende Regerings in kennis moet stel van elke sodanige opsegging wat ontvang is en van die ontvangsdatum daarvan.

ARTICLE 19

Denunciation

(1) The present Convention may be denounced by any Contracting Government at any time after the expiry of five years from the date on which the Convention comes into force for that Government.

(2) Denunciation shall be effected by the deposit of an instrument with the Organization which shall inform all the other Contracting Governments of any such denunciation received and of the date of its receipt.

(3) 'n Opsegging tree in werking een jaar, of sodanige langer tydperk as wat in die opseggingsdokument aangegee word, nadat die Organisasie dit ontvang het.

ARTIKEL 20

Gebiede

(1) (a) Die Verenigde Nasies, in gevalle waar dié die administrerende owerheid van 'n gebied is, of 'n Kontrakterende Regering wat verantwoordelik is vir die internasionale betrekkinge van 'n gebied, moet so gou moontlik met sodanige gebied oorleg pleeg of sodanige stappe doen as wat gepas mag wees in 'n poging om die huidige Konvensie tot die betrokke gebied uit te brei en kan te eniger tyd by skriftelike kennisgewing aan die Organisasie verklaar dat die huidige Konvensie tot sodanige gebied uitgebrei word.

(b) Die huidige Konvensie word van die ontvangsdatum van die kennisgewing of sodanige ander datum af wat in die kennisgewing aangegee word, uitgebrei tot die gebied wat daarin genoem word.

(2) (a) Die Verenigde Nasies, of 'n Kontrakterende Regering wat kragtens paragraaf (1) (a) van hierdie Artikel 'n verklaring gedoen het, kan te eniger tyd na verstryking van 'n tydperk van vyf jaar van die datum af waarop die Konvensie aldus tot 'n gebied uitgebrei is, by skriftelike kennisgewing aan die Organisasie verklaar dat die huidige Konvensie se uitbreiding tot sodanige gebied, in die kennisgewing genoem, nie meer geld nie.

(b) Een jaar, of sodanige langer tydperk as wat daarin aangegee word, na ontvangs van die kennisgewing deur die Organisasie, geld die huidige Konvensie se uitbreiding tot die gebied, in die kennisgewing vermeld, nie meer nie.

(3) Die Organisasie moet al die Kontrakterende Regerings in kennis stel van die uitbreiding kragtens paragraaf (1) van hierdie Artikel van die huidige Konvensie tot bedoelde gebiede, asook van die beëindiging, kragtens die bepalings van paragraaf (2), van sodanige uitbreidings, met vermelding in elke geval van die datum waarop die huidige Konvensie se uitbreiding aldus beëindig is of sal word.

ARTIKEL 21

Bewaring en registrasie

(1) Die huidige Konvensie moet vir bewaring ingedien word by die Organisasie, en die Sekretaris-generaal van die Organisasie moet gewaarmerkte ware afskrifte daarvan stuur aan al die Regerings van State wat die huidige Konvensie onderteken het of daartoe toetree.

(2) Sodra die huidige Konvensie in werking tree, moet die Sekretaris-generaal van die Organisasie die teks aan die Sekretariaat van die Verenigde Nasies stuur vir registrasie en publikasie ooreenkomstig Artikel 102 van die Handves van die Verenigde Nasies.

ARTIKEL 22

Tale

Die huidige Konvensie is in een eksemplaar opgestel in Engels en Frans, met albei tekste ewe outentiek. Amptelike vertalings moet in Russies en Spaans gedoen en saam met die ondertekende oorspronklike vir bewaring ingedien word.

AANHANGSEL I

REGULASIES VIR DIE BEPALING VAN DIE BRUTO EN DIE NETTO TONNEMAAT VAN SKEPE

Regulasie 1

Algemeen

(1) Die tonnemaat van 'n skip bestaan uit bruto tonnemaat en netto tonnemaat.

(2) Die bruto tonnemaat en die netto tonnemaat moet bereken word ooreenkomstig die bepalings van hierdie Regulasies.

(3) A denunciation shall take effect one year, or such longer period as may be specified in the instrument of denunciation, after its receipt by the Organization.

ARTICLE 20

Territories

(1) (a) The United Nations, in cases where they are the administering authority for a territory, or any Contracting Government responsible for the international relations of a territory, shall as soon as possible consult with such territory or take such measures as may be appropriate in an endeavour to extend the present Convention to that territory and may at any time by notification in writing to the Organization declare that the present Convention shall extend to such territory.

(b) The present Convention shall, from the date of receipt of the notification or from such other date as may be specified in the notification, extend to the territory named therein.

(2) (a) The United Nations, or any contracting Government which has made a declaration under sub-paragraph (a) of paragraph (1) of this Article at any time after the expiry of a period of five years from the date on which the Convention has been so extended to any territory, may by notification in writing to the Organization declare that the present Convention shall cease to extend to any such territory named in the notification.

(b) The present Convention shall cease to extend to any territory mentioned in such notification one year, or such longer period as may be specified therein, after the date of receipt of the notification by the Organization.

(3) The Organization shall inform all the Contracting Governments of the extension of the present Convention to any territories under paragraph (1) of this Article, and of the termination of any such extension under the provisions of paragraph (2) stating in each case the date from which the present Convention has been or will cease to be so extended.

ARTICLE 21

Deposit and registration

(1) The present Convention shall be deposited with the Organization and the Secretary-General of the Organization shall transmit certified true copies thereof to all Signatory Governments and to all Governments which accede to the present Convention.

(2) As soon as the present Convention comes into force, the text shall be transmitted by the Secretary-General of the Organization to the Secretariat of the United Nations for registration and publication, in accordance with Article 102 of the Charter of the United Nations.

ARTICLE 22

Languages

The present Convention is established in a single copy in the English and French languages, both texts being equally authentic. Official translations in the Russian and Spanish languages shall be prepared and deposited with the signed original.

ANNEX I

REGULATIONS FOR DETERMINING GROSS AND NET TONNAGES OF SHIPS

Regulation 1

General

(1) The tonnage of a ship shall consist of gross tonnage and net tonnage.

(2) The gross tonnage and the net tonnage shall be determined in accordance with the provisions of these Regulations.

(3) Die bruto tonnemaat en die netto tonnemaat van tipes vaartuie met 'n nuwigheidsontwerp waarvan die konstruksie-eienskappe sodanig is dat dit die toepassing van hierdie Regulasie se bepalings onredelik of onuitvoerbaar maak, moet wees soos die Administrasie dit bepaal. Waar die tonnemaat aldus bepaal word, moet die Administrasie die besonderhede van die metode wat daarvoor gebruik is, aan die Organisasie verskaf vir verspreiding onder die Kontrakterende Regerings vir hulle inligting.

Regulasie 2

Omskrywing van terme wat in die Aanhangsels gebruik word

(1) Bodek

Die bodek is die heel boonste volledige dek wat aan see en weer blootgestel is, wat permanente middele het om alle openings in die weerafdeling daarvan weerdig af te sluit, en waaronder alle openings in die sye van die skip toegerus is met permanente middele om waterdig afgesluit te word. By 'n skip met 'n trapvormige bodek word die laagste lyn van die blootgestelde dek en die verlenging van daardie lyn ewewydig met die bodeel van die dek geag die bodek te wees.

(2) Gevormde diepte

(a) Die gevormde diepte is die vertikale afstand gemeet van die bokant van die kiel tot die onderkant van die bodek aan die kant. By hout- en mengbouskepe word die afstand gemeet van die onderste rand van die kielsponning af. Waar die vorm van die onderste gedeelte van die midskeeps deursnee hol van aard is, of waar dik kielhange aangebring is, word die afstand gemeet van die punt af waar die na binnetoe verlengde lyn van die plat vlak van die bodem die sy van die kiel sny.

(b) By skepe met geronde dolboorde moet die gevormde diepte gemeet word tot by die snypunt van die spantelyne van die dek- en sykant-huidbeplating, met die lyne wat strek asof die dolboorde hoekig van ontwerp is.

(c) Waar die bodek trapvormig is en die verheve dekgedeelte verby die punt strek waar die gevormde diepte gemeet moet word, moet die gevormde diepte gemeet word tot by 'n verwysingslyn wat van die onderste gedeelte van die dek strek langs 'n lyn ewewydig met die verheve gedeelte.

(3) Breedte

Die breedte is die maksimum breedte van die skip, midskeeps gemeet tot aan die binnesta oppervlak van die romp in die geval van 'n skip met 'n metaalromp en tot aan die buitestaa oppervlak van die romp in die geval van 'n skip met 'n romp van 'n ander materiaal.

(4) Ingeslote ruimtes

Ingeslote ruimtes is al die ruimtes wat begrens word deur die skip se romp, deur vaste of verskuifbare verdelings of beskotte, deur dekke of ander bedekkings as permanente of verskuifbare dekke. Geen breuk in 'n dek nie, nóg 'n opening in die skip se romp, in 'n dek of in 'n bedekking van 'n ruimte, of in die verdelings of beskotte van 'n ruimte, nóg die afwesigheid van 'n verdeling of beskot, verhoed dat 'n ruimte by die ingeslote ruimte ingesluit word.

(5) Uitgeslote ruimtes

Ondanks die bepalings van paragraaf (4) van hierdie Regulasie, word die ruimtes wat in subparagrafe (a) tot en met (e) van hierdie paragraaf vermeld word, uitgeslote ruimtes genoem en moet hulle nie by die volume van die ingeslote ruimtes ingesluit word nie, met die uitsondering dat elke sodanige ruimte wat aan ten minste een van die volgende drie voorwaardes voldoen, as 'n ingeslote ruimte behandel moet word:

- die ruimte is toegerus met rakke of ander middele om vrag of voorraad in te pak;
- die openings is van toemaakmiddels voorsien;
- die konstruksie maak dit enigins moontlik dat die openinge toege-
maak kan word:

(a) (i) 'n Ruimte binne 'n oprigting teenoor 'n endopening wat van dek tot dek strek met die uitsondering van 'n spalkplaat met 'n diepte wat die diepte van die aangrensende dekbalk met hoogstens 25 millimeter (een duim) oorskry, terwyl die opening 'n wydte het van gelyk aan of groter as 90 persent van die breedte van die dek by die lyn van die ruimte se opening. Hierdie bepaling moet só toegepas word dat alleen die ruimte tussen die werklike endopening en 'n lyn wat ewewydig getrek word met die lyn of voorvlak van die opening op 'n afstand van die opening af gelyk aan die helfte van die dekbreedte by die lyn van die opening, van die ingeslote ruimtes uitgesluit word (Figuur 1 in Byvoegsel 1).

(a) (ii) Indien die wydte van die ruimte vanweë enige inrigting, buiten die konvergensie van die buitebeplating, minder as 90 persent van die breedte van die dek word, moet alleen die ruimte tussen die lyn van die opening en 'n ewewydige lyn getrek deur die punt waar die dwarskeeps wydte van die ruimte gelyk aan of minder as 90 persent van die breedte van die dek word, van die volume van die ingeslote ruimte uitgesluit word (Figure 2, 3 en 4 in Byvoegsel 1).

(3) The gross tonnage and the net tonnage of novel types of craft whose constructional features are such as to render the application of the provisions of these Regulations unreasonable or impracticable shall be determined by the Administration. Where the tonnage is so determined, the Administration shall communicate to the Organization details of the method used for that purpose, for circulation to the Contracting Governments for their information.

Regulation 2

Definitions of Terms used in the Annexes

(1) Upper Deck

The upper deck is the uppermost complete deck exposed to weather and sea, which has permanent means of weathertight closing of all openings in the weather part thereof, and below which all openings in the sides of the ship are fitted with permanent means of watertight closing. In a ship having a stepped upper deck, the lowest line of the exposed deck and the continuation of that line parallel to the upper part of the deck is taken as the upper deck.

(2) Moulded Depth

(a) The moulded depth is the vertical distance measured from the top of the keel to the underside of the upper deck at side. In wood and composite ships the distance is measured from the lower edge of the keel rabbet. Where the form at the lower part of the midship section is of a hollow character, or where thick garboards are fitted, the distance is measured from the point where the line of the flat of the bottom continued inwards cuts the side of the keel.

(b) In ships having rounded gunwales, the moulded depth shall be measured to the point of intersection of the moulded lines of the deck and side shell plating, the lines extending as though the gunwales were of angular design.

(c) Where the upper deck is stepped and the raised part of the deck extends over the point at which the moulded depth is to be determined, the moulded depth shall be measured to a line of reference extending from the lower part of the deck along a line parallel with the raised part.

(3) Breadth

The breadth is the maximum breadth of the ship, measured amidships to the moulded line of the frame in a ship with a metal shell and to the outer surface of the hull in a ship with a shell or any other material.

(4) Enclosed spaces

Enclosed spaces are all those spaces which are bounded by the ship's hull, by fixed or portable partitions or bulkheads, by decks or coverings other than permanent or movable awnings. No break in a deck, nor any opening in the ship's hull, in a deck or in a covering of a space, or in the partitions or bulkheads of a space, nor the absence of a partition or bulkhead, shall preclude a space from being included in the enclosed space.

(5) Excluded spaces

Notwithstanding the provisions of paragraph (4) of this Regulation, the spaces referred to in sub-paragraphs (a) to (e) inclusive of this paragraph shall be called excluded spaces and shall not be included in the volume of enclosed spaces, except that any such space which fulfils at least one of the following three conditions shall be treated as an enclosed space:

- the space is fitted with shelves or other means for securing cargo or stores;
- the openings are fitted with any means of closure;
- the construction provides any possibility of such openings being closed:

(a) (i) A space within an erection opposite an end opening extending from deck to deck except for a curtain plate of a depth not exceeding by more than 25 millimetres (one inch) the depth of the adjoining deck beams, such opening having a breadth equal to or greater than 90 per cent of the breadth of the deck at the line of the opening of the space. This provision shall be applied so as to exclude from the enclosed spaces only the space between the actual end opening and a line drawn parallel to the line or face of the opening at a distance from the opening equal to one half of the width of the deck at the line of the opening (Figure 1 in Appendix 1).

(a) (ii) Should the width of the space because of any arrangement except by convergence of the outside plating, become less than 90 per cent of the breadth of the deck, only the space between the line of the opening and a parallel line drawn through the point where the athwartships width of the space becomes equal to, or less than, 90 per cent of the breadth of the deck shall be excluded from the volume of enclosed spaces (Figures 2, 3 and 4 in Appendix 1).

- (a) (iii) Waar 'n tussenruimte wat geheel en al oop is, afgesien van boordwande of oop relings, twee ruimtes skei, waarvan een of beide se uitsluiting kragtens paragrafe (a) (i) en/of (a) (ii) toegelaat word, is sodanige uitsluiting nie van toepassing nie indien die skeiding tussen die twee ruimtes minder is as die kleinste halfbreedte van die dek direk teenoor die skeiding (Figure 5 en 6 in Byvoegsel 1).
- (b) 'n Ruimte onder 'n oorhoofse dekbedekking wat aan see en weer blootgestel is, met aan die blootgestelde kante geen ander verbinding met die skeepsromp as die stutte waarop dit rus nie. In so 'n ruimte kan oop relings of 'n boordwand en spalkplaat aangebring word of kan stutte aan die skeepsy aangebring word, mits die afstand tussen die bokant van die relings of die boordwand en die spalkplaat minstens 0,75 meter (2,5 voet) of een derde van die ruimte se hoogte is, wat ook al die grootste is (Figuur 7 in Byvoegsel 1).
- (c) 'n Ruimte in 'n sy-tot-sy-oprigting direk teenoor sy-openings met 'n hoogte van minstens 0,75 meter (2,5 voet) of een derde van die oprigting se hoogte, wat ook al die grootste is. Indien die opening in so 'n oprigting aan net die een kant voorkom, moet die ruimte wat uitgesluit moet word van die volume van ingeslote ruimtes, binneboords beperk word van die opening af tot 'n maksimum van een helfte van die breedte van die dek teenoor die opening (Figuur 8 in Byvoegsel 1).
- (d) 'n Ruimte in 'n oprigting direk onder 'n onbedekte opening in die dek daarbo, mits so 'n opening aan die weer blootgestel is en die ruimte wat van die ingeslote ruimtes uitgesluit word, beperk word tot die grootte van die opening (Figuur 9 in Byvoegsel 1).
- (e) 'n Inlating in die grensbeskot van 'n oprigting wat aan die weer blootgestel is en waarvan die opening van dek tot dek strek sonder toemaakmiddels, mits die binnewyde nie meer is as die wydte by die ingang nie en sy verlenging in die oprigting in nie meer as twee maal die wydte van sy ingang is nie (Figuur 10 in Byvoegsel 1).

(6) Passasier

'n Passasier is elke persoon buiten—

- (a) die gesagvoerder en bemanningslede of ander persone wat in welke hoedanigheid ook al aan boord van 'n skip in diens is of gehuur word in verband met die sake van daardie skip; en
- (b) 'n kind onder die ouderdom van een jaar.

(7) Vragruimtes

Vragruimtes wat by die berekening van die netto tonnemaat ingesluit moet word, is ingeslote ruimtes wat toegewys is vir die vervoer van vrag wat ontskep moet word, mits sodanige ruimtes ingesluit is by die berekening van die bruto tonnemaat. Sodanige vragruimtes moet gesertifiseer word deur hulle permanent te merk met die letters VR/CC (vragruimte) wat minstens 100 millimeter (4 duim) hoog is en so geplaas is dat hulle maklik sigbaar is.

(8) Weerdig

Weerdig beteken dat water in geen seetoestande die skip sal binnedring nie.

Regulasie 3

Bruto tonnemaat

Die bruto tonnemaat (GT) van 'n skip word met behulp van die volgende formule bepaal:

$$GT = K_1 V,$$

waar: V = Totale volume van alle ingeslote ruimtes van die skip in kubieke meter,

$$K_1 = 0,2 + 0,02 \log_{10} V \text{ (of soos in Byvoegsel 2 getabuleer).}$$

Regulasie 4

Netto tonnemaat

(1) Die netto tonnemaat (NT) van 'n skip word met behulp van die volgende formule bepaal:

$$NT = K_2 V_c \left(\frac{4d}{3D} \right)^2 + K_3 \left(N_1 + \frac{N_2}{10} \right),$$

in welke formule:

- (a) die faktor $\left(\frac{4d}{3D} \right)^2$ nie as groter as een aanvaar moet word nie;
- (b) die term $K_2 V_c \left(\frac{4d}{3D} \right)^2$ nie as minder as 0,25 GT aanvaar moet word nie; en

- (a) (iii) Where an interval which is completely open except for bulwarks or open rails separates any two spaces, the exclusion of one or both of which is permitted under sub-paragraphs (a) (i) and/or (a) (ii), such exclusion shall not apply if the separation between the two spaces is less than the least half breadth of the deck in way of the separation (Figures 5 and 6 in Appendix 1).

- (b) A space under an overhead deck covering open to the sea and weather, having no other connexion on the exposed sides with the body of the ship than the stanchions necessary for its support. In such a space, open rails or a bulwark and curtain plate may be fitted or stanchions fitted at the ship's side, provided that the distance between the top of the rails or the bulwark and the curtain plate is not less than 0,75 metres (2,5 feet) or one-third of the height of the space, whichever is the greater (Figure 7 in Appendix 1).

- (c) A space in a side-to-side erection directly in way of opposite side openings not less in height than 0,75 metres (2,5 feet) or one-third of the height of the erection whichever is the greater. If the opening in such an erection is provided on one side only, the space to the excluded from the volume of enclosed spaces shall be limited inboard from the opening to a maximum of one-half of the breadth of the deck in way of the opening (Figure 8 in Appendix 1).

- (d) A space in an erection immediately below an uncovered opening in the deck overhead, provided that such an opening is exposed to the weather and the space excluded from enclosed spaces is limited to the area of the opening (Figure 9 in Appendix 1).

- (e) A recess in the boundary bulkhead of an erection which is exposed to the weather and the opening of which extends from deck to deck without means of closing, provided that the interior width is not greater than the width at the entrance and its extension into the erection is not greater than twice the width of its entrance (Figure 10 in Appendix 1).

(6) Passenger

A passenger is every person other than—

- (a) the master and the members of the crew or other persons employed or engaged in any capacity on board a ship on the business of that ship; and
- (b) a child under one year of age.

(7) Cargo spaces

Cargo spaces to be included in the computation of net tonnage are enclosed spaces appropriated for the transport of cargo which is to be discharged from the ship, provided that such spaces have been included in the computation of gross tonnage. Such cargo spaces shall be certified by permanent marking with the letters CC/VR (cargo compartment) to be so positioned that they are readily visible and not to be less than 100 millimetres (4 inches) in height.

(8) Weathertight

Weathertight means that in any sea conditions water will not penetrate into the ship.

Regulation 3

Gross tonnage

The gross tonnage (GT) of a ship shall be determined by the following formula:

$$GT = K_1 V$$

where: V = Total volume of all enclosed spaces of the ship in cubic metres,

$$K_1 = 0,2 + 0,02 \log_{10} V \text{ (or as tabulated in Appendix 2).}$$

Regulation 4

Net tonnage

(1) The net tonnage (NT) of a ship shall be determined by the following formula:

$$NT = K_2 V_c \left(\frac{4d}{3D} \right)^2 + K_3 \left(N_1 + \frac{N_2}{10} \right),$$

in which formula:

- (a) the factor $\left(\frac{4d}{3D} \right)^2$ shall not be taken as greater than unity;
- (b) the term $K_2 V_c \left(\frac{4d}{3D} \right)^2$ shall not be taken as less than 0,25 GT; and

(c) NT nie as minder as 0,30 GT aanvaar moet word nie, en waarin:

V_c = totale volume van vragruimtes in kubieke meter,

$K_2 = 0,2 + 0,02 \log_{10} V_c$ (of soos in Byvoegsel 2 getabuleer),

$K_3 = 1,25 \frac{GT + 10\,000}{10\,000}$,

D = midskeepse gevormde diepte in meter soos in Regulasie 2 (2) omskryf,

d = midskeepse gevormde diepgang in meter soos in paragraaf (2) van hierdie Regulasie omskryf,

N_1 = getal passasiers in kajuite met hoogstens 8 slaapplekke,

N_2 = getal ander passasiers,

$N_1 + N_2$ = totale getal passasiers wat die skip ooreenkomstig sy passasiersertifikaat kan vervoer; wanneer $N_1 + N_2$ minder as 13 is, moet N_1 en N_2 op nul gestel word,

GT = bruto tonnemaat van die skip, bereken ooreenkomstig die bepaling van Regulasie 3.

(2) Die gevormde diepgang (d) vermeld in paragraaf (1) van hierdie Regulasie moet een van die volgende diepgange wees:

(a) vir skepe waarop die geldende Internasionale Laslynkonvensie van toepassing is, die diepgang wat ooreenstem met die somerlaslyn (uitgesonderd houtlaslyn) wat ooreenkomstig daardie Konvensie toegeken is;

(b) vir passasierskepe, die diepgang wat ooreenstem met die boonste indelingslaslyn wat toegeken is ooreenkomstig die geldende Internasionale Konvensie vir die Beveiliging van Menselewens op See of, waar van toepassing, 'n ander internasionale ooreenkoms;

(c) vir skepe waarop die Internasionale Laslynkonvensie nie van toepassing is nie maar waarvoor 'n laslyn ooreenkomstig nasionale vereistes vereis word, die diepgang wat ooreenstem met die somerlaslyn wat aldus toegeken is;

(d) vir skepe waarvoor daar nie 'n laslyn toegeken is nie maar waarvan die diepgang ooreenkomstig nasionale vereistes beperk word, die maksimum geoorloofde diepgang;

(e) vir ander skepe, 75 persent van die midskeepse gevormde diepte omskryf in Regulasie 2 (2).

Regulasie 5

Wysiging van netto tonnemaat

(1) Wanneer die eienskappe van 'n skip, soos V , V_c , d , N_1 of N_2 , omskryf in Regulasies 3 en 4, gewysig word waar so 'n wysiging 'n toename tot gevolg het in sy netto tonnemaat wat ooreenkomstig die bepaling van Regulasie 4 bereken is, moet die netto tonnemaat van die skip in ooreenstemming met die nuwe eienskappe bepaal word en moet dit onverwylde toegepas word.

(2) Aan 'n skip waarvoor die laslyn genoem in Regulasie 4 (2) (a) en 4 (2) (b) gelyktydig toegeken word, moet daar net een netto tonnemaat toegewys word wat bereken is ooreenkomstig die bepaling van Regulasie 4, en dié tonnemaat moet die tonnemaat wees wat van toepassing is op die gepaste toegeken laslyn vir die doel waarvoor die skip gebruik word.

(3) Wanneer die eienskappe van 'n skip, soos V , V_c , d , N_1 of N_2 , omskryf in Regulasies 3 en 4, gewysig word of wanneer die gepaste toegeken laslyn genoem in paragraaf (2) van hierdie Regulasies, gewysig word vanweë 'n wysiging in die doel waarvoor die skip gebruik word en waar so 'n wysiging 'n afname tot gevolg het in sy netto tonnemaat wat ooreenkomstig die bepaling van Regulasie 4 bereken is, mag 'n nuwe Internasionale Tonnemaatsertifikaat (1969) waarin die netto tonnemaat opgeneem is wat aldus bepaal is, nie uitgereik word nie voor verloop van twaalf maande na die datum waarop die vorige sertifikaat uitgereik is; met dien verstande dat dié vereiste nie geld nie—

(a) indien die skip oorgedra word om onder die vlag van 'n ander Staat te vaar, of

(b) indien die skip verbouings of modifiserings ondergaan wat deur die Administrasie geag word van grootskaalse aard te wees, soos die verwydering van 'n bobou wat 'n wysiging van die bepaalde laslyn nodig maak, of

(c) vir passasierskepe wat gebruik word vir die vervoer van groot getalle passasiers sonder kajuite vir spesiale doeleindes, soos byvoorbeeld in die pelgrimsbedryf.

Regulasie 6

Volumeberekening

(1) Alle volumes ingesluit by die berekening van bruto en netto tonnemaat moet, ongeag die aanbring van isolering of iets dergeliks, gemeet word tot teen die binnekant van die buiteromp of strukturele grensbeplating by skepe wat van metaal gebou is, en tot by die buite-oppervlak van die buiteromp of tot teen die binnekant van die strukturele grensoppervlakke by skepe wat van 'n ander materiaal gebou is.

(c) NT shall not be taken as less than 0,30 GT,

and in which:

V_c = total volume of cargo spaces in cubic metres,

$K_2 = 0,2 + 0,02 \log_{10} V_c$ (or as tabulated in Appendix 2),

$K_3 = 1,25 \frac{GT + 10\,000}{10\,000}$

D = moulded depth amidships in metres as defined in Regulation 2 (2),

d = moulded draught amidships in metres as defined in paragraph (2) of this Regulation,

N_1 = number of passengers in cabins with not more than 8 berths,

N_2 = number of other passengers,

$N_1 + N_2$ = total number of passengers the ship is permitted to carry as indicated in the ship's passenger certificate; when $N_1 + N_2$ is less than 13, N_1 and N_2 shall be taken as zero,

GT = gross tonnage of the ship as determined in accordance with the provisions of Regulation 3.

(2) The moulded draught (d) referred to in paragraph (1) of this Regulation shall be one of the following draughts:

(a) for ships to which the International Convention on Load Lines in force applies, the draught corresponding to the Summer Load Line (other than timber load lines) assigned in accordance with that Convention;

(b) for passenger ships, the draught corresponding to the deepest subdivision load line assigned in accordance with the International Convention for the Safety of Life at Sea in force or other international agreement where applicable;

(c) for ships to which the International Convention on Load Lines does not apply but which have been assigned a load line in compliance with national requirements, the draught corresponding to the summer load line so assigned;

(d) for ships to which no load line has been assigned but the draught of which is restricted in compliance with national requirements, the maximum permitted draught;

(e) for other ships, 75 per cent of the moulded depth amidships as defined in Regulation 2 (2).

Regulation 5

Change of net tonnage

(1) When the characteristics of a ship, such as V , V_c , d , N_1 or N_2 as defined in Regulations 3 and 4, are altered and where such an alteration results in an increase in its net tonnage as determined in accordance with the provisions of Regulation 4, the net tonnage of the ship corresponding to the new characteristics shall be determined and shall be applied without delay.

(2) A ship to which load lines referred to in sub-paragraphs (2) (a) and (2) (b) of Regulation 4 are concurrently assigned shall be given only one net tonnage as determined in accordance with the provisions of Regulation 4 and that tonnage shall be the tonnage applicable to the appropriate assigned load line for the trade in which the ship is engaged.

(3) When the characteristics of a ship such as V , V_c , d , N_1 or N_2 as defined in Regulations 3 and 4 are altered or when the appropriate assigned load line referred to in paragraph (2) of this Regulation is altered due to the change of the trade in which the ship is engaged, and where such an alteration results in a decrease in its net tonnage as determined in accordance with the provisions of Regulation 4, a new International Tonnage Certificate (1969) incorporating the net tonnage so determined shall not be issued until twelve months have elapsed from the date on which the current Certificate was issued; provided that this requirement shall not apply—

(a) if the ship is transferred to the flag of another State, or

(b) if the ship undergoes alterations or modifications which are deemed by the Administration to be of a major character, such as the removal of a superstructure which requires an alteration of the assigned load line, or

(c) to passenger ships which are employed in the carriage of large numbers of unberthed passengers in special trades, such, for example, as the pilgrim trade.

Regulation 6

Calculation of volumes

(1) All volumes included in the calculation of gross and net tonnages shall be measured, irrespective of the fitting of insulation or the like, to the inner side of the shell or structural boundary plating in ships constructed of metal, and to the outer surface of the shell or to the inner side of structural boundary surfaces in ships constructed of any other material.

(2) Die volumes van aanhangsels moet by die totale volume ingesluit word.

(3) Die volumes van ruimtes wat nie teen die see gesluit kan word nie, kan van die totale volume uitgesluit word.

Regulasie 7

Opmeting en berekening

(1) Alle afmetings wat vir die berekening van volumes gebruik word, moet tot die naaste sentimeter of een-twintigste van 'n voet afgerond word.

(2) Die volumes moet bereken word volgens algemeen aanvaarde metodes vir die betrokke ruimte en met 'n noukeurigheid wat vir die Administrasie aanneemlik is.

(3) Die berekening moet genoegsame besonderhede bevat sodat dit maklik nagegaan kan word.

(2) Volumes of appendages shall be included in the total volume.

(3) Volumes of spaces open to the sea may be excluded from the total volume.

Regulation 7

Measurement and calculation

(1) All measurement used in the calculation of volumes shall be taken to the nearest centimetre or one-twentieth of a foot.

(2) The volumes shall be calculated by generally accepted methods for the space concerned and with an accuracy acceptable to the Administration.

(3) The calculation shall be sufficiently detailed to permit easy checking.

BYVOEGSEL 1

FIGURE WAARNA DAAR IN REGULASIE 2 (5) VERWYS WORD

In die volgende figure is:

- O = Uitgeslote ruimte.
 C = Ingeslote ruimte.
 I = Ruimte wat as 'n ingeslote ruimte beskou moet word.

GEARSEERDE GEDEELTES MOET AS INGESLOTE RUIMTES INGESLUIT WORD

B = Breedte van die dek teenoor die opening. By skepe met geronde dolboorde word die breedte gemeet soos in figuur 11 aangedui.

APPENDIX 1

FIGURES REFERRED TO IN REGULATION 2 (5)

In the following figures:

- O = excluded space.
 C = enclosed space.
 I = space to be considered as an enclosed space.

HATCHED IN PARTS TO BE INCLUDED AS ENCLOSED SPACES

B = Breadth of the deck in way of the opening.

In ships with rounded gunwales the breadth is measured as indicated in figure 11.

Regulasie 2 (5) (a) (i)
 Regulation 2 (5) (a) (i)

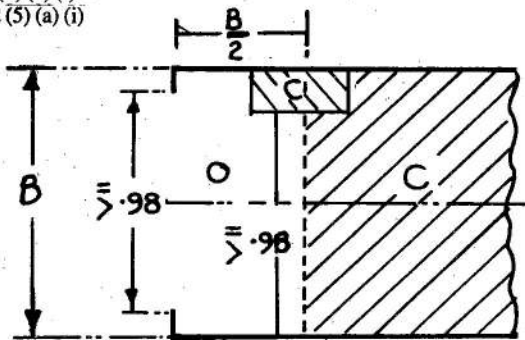


Fig. 1

Regulasie 2 (5) (a) (ii)
 Regulation 2 (5) (a) (ii)

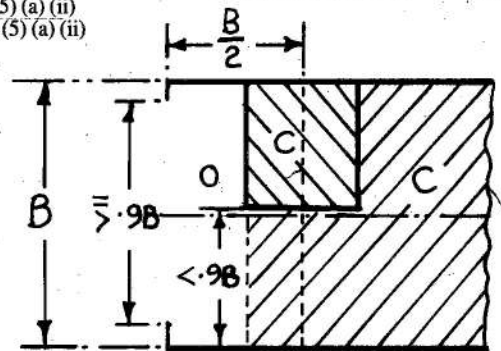


Fig. 2

Regulasie 2 (5) (a) (ii)
 Regulation 2 (5) (a) (ii)

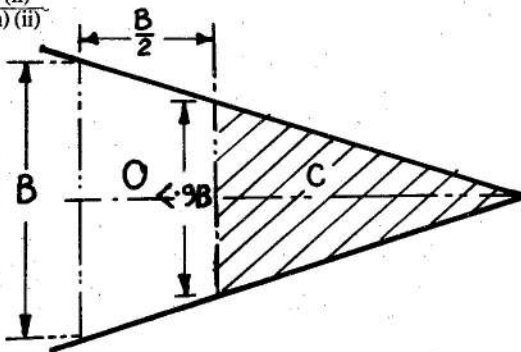


Fig. 3

Regulasie 2 (5) (a) (ii)
 Regulation 2 (5) (a) (ii)

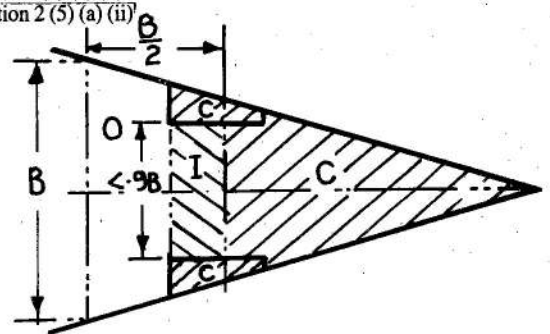


Fig. 4

Regulasie 2 (5) (a) (iii)
 Regulation 2 (5) (a) (iii)

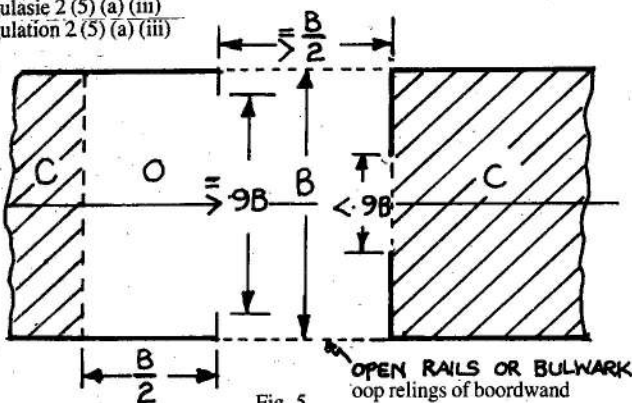


Fig. 5

Regulasie 2 (5) (a) (iii)
 Regulation 2 (5) (a) (iii)

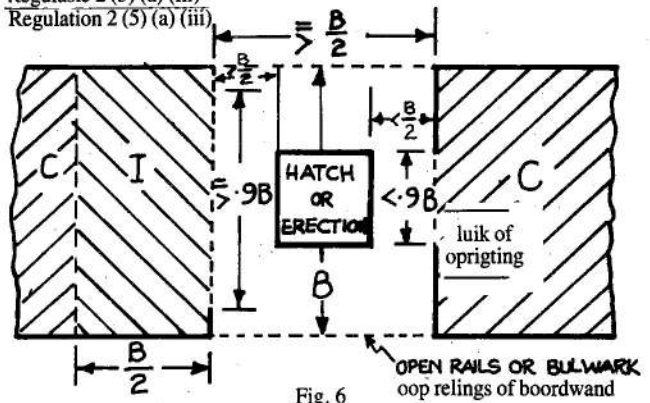
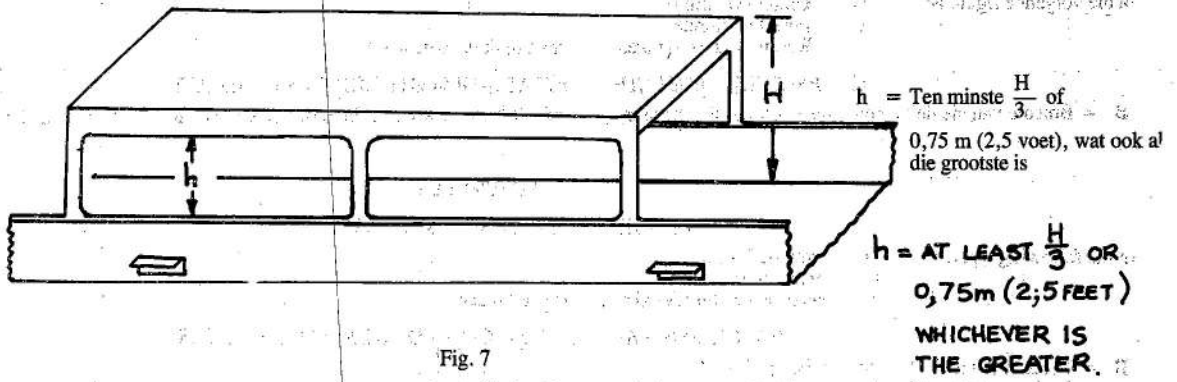
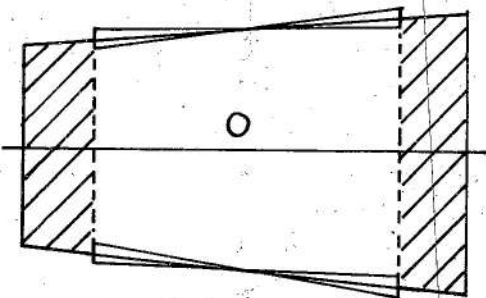
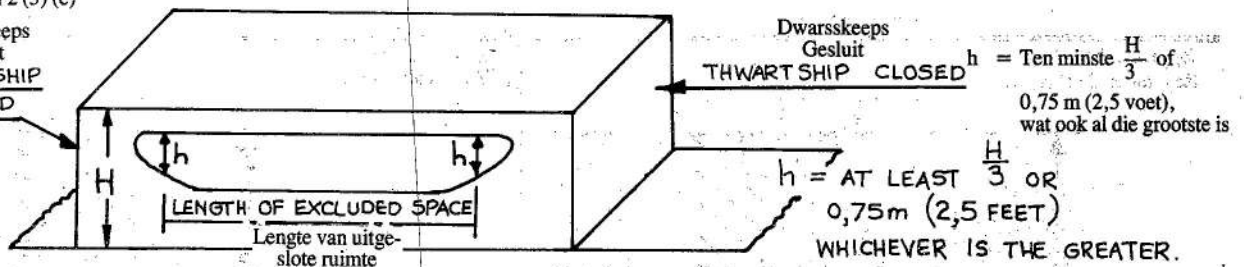


Fig. 6

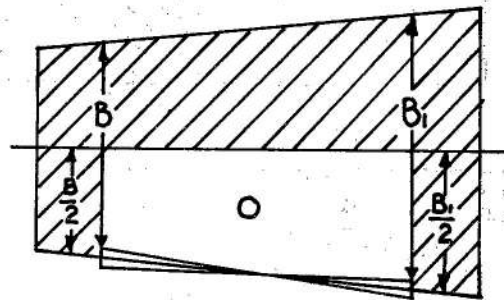
Regulasie 2 (5) (b)
Regulation 2 (5) (b)



Regulasie 2 (5) (c)
Regulation 2 (5) (c)



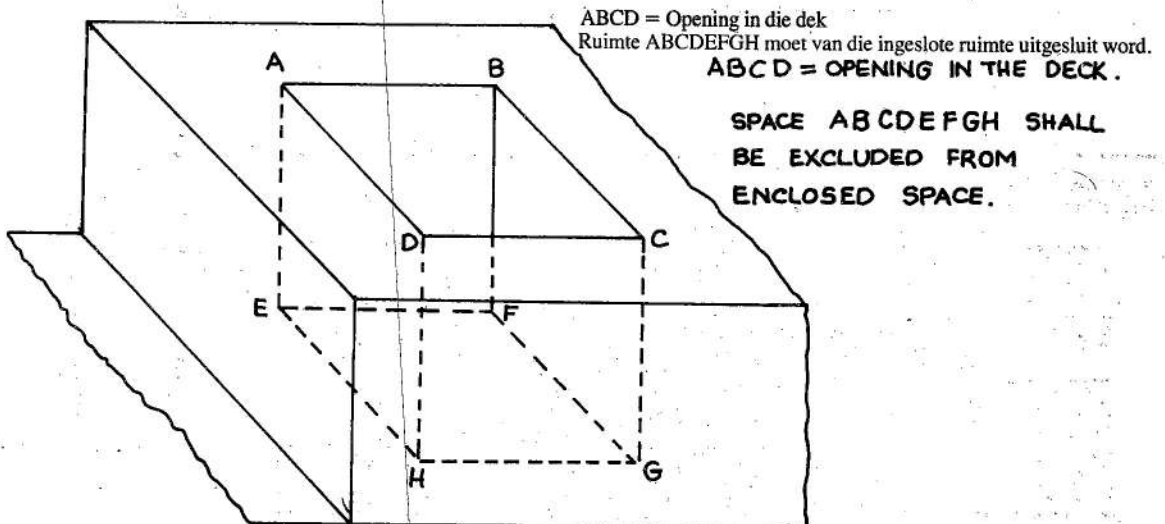
OPPOSITE SIDE OPENINGS
Openings weerskante



OPENING ON ONE SIDE ONLY
Opening aan net een kant

Fig. 8

Regulasie 2 (5) (d)
Regulation 2 (5) (d)



Regulasie 2 (5) (e)
Regulation 2 (5) (e)

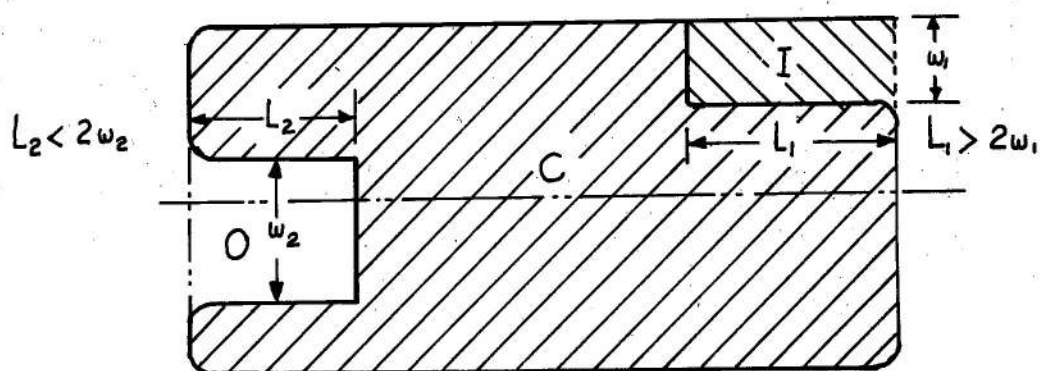


Fig. 10

SKEPE MET GERONDE DOLBOORDE
SHIPS WITH ROUNDED GUNWALES

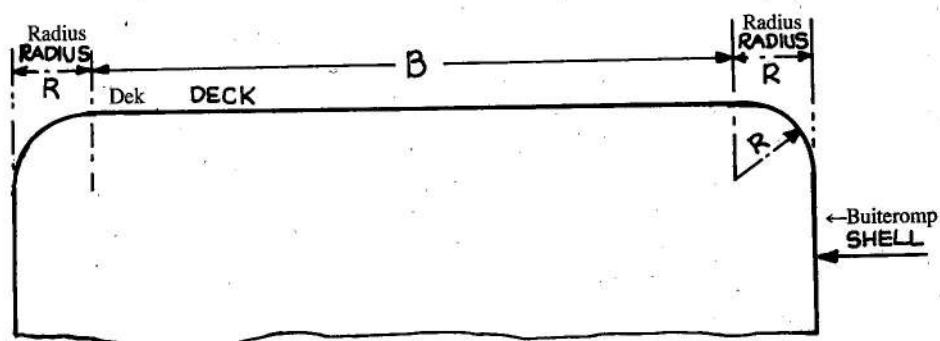


Fig. 11

BYVOEGSEL 2

KOEFFISIËNTE K_1 EN K_2 WAARNA DAAR IN REGULASIES 3 EN 4 (1) VERWYS WORD V of V_c = Volume in kubieke meter

V of V_c	K_1 of K_2	V of V_c	K_1 of K_2	V of V_c	K_1 of K_2	V of V_c	K_1 of K_2
10	0,2200	45,000	0,2931	330,000	0,3104	670,000	0,3165
20	0,2260	50,000	0,2940	340,000	0,3106	680,000	0,3166
30	0,2295	55,000	0,2948	350,000	0,3109	690,000	0,3168
40	0,2320	60,000	0,2956	360,000	0,3111	700,000	0,3169
50	0,2340	65,000	0,2963	370,000	0,3114	710,000	0,3170
60	0,2356	70,000	0,2969	380,000	0,3116	720,000	0,3171
70	0,2369	75,000	0,2975	390,000	0,3118	730,000	0,3173
80	0,2381	80,000	0,2981	400,000	0,3120	740,000	0,3174
90	0,2391	85,000	0,2986	410,000	0,3123	750,000	0,3175
100	0,2400	90,000	0,2991	420,000	0,3125	760,000	0,3176
200	0,2460	95,000	0,2996	430,000	0,3127	770,000	0,3177
300	0,2495	100,000	0,3000	440,000	0,3129	780,000	0,3178
400	0,2520	110,000	0,3008	450,000	0,3131	790,000	0,3180
500	0,2540	120,000	0,3016	460,000	0,3133	800,000	0,3181
600	0,2556	130,000	0,3023	470,000	0,3134	810,000	0,3182
700	0,2569	140,000	0,3029	480,000	0,3136	820,000	0,3183
800	0,2581	150,000	0,3035	490,000	0,3138	830,000	0,3184
900	0,2591	160,000	0,3041	500,000	0,3140	840,000	0,3185
1,000	0,2600	170,000	0,3046	510,000	0,3142	850,000	0,3186
2,000	0,2660	180,000	0,3051	520,000	0,3143	860,000	0,3187
3,000	0,2695	190,000	0,3056	530,000	0,3145	870,000	0,3188
4,000	0,2720	200,000	0,3060	540,000	0,3146	880,000	0,3189
5,000	0,2740	210,000	0,3064	550,000	0,3148	890,000	0,3190
6,000	0,2756	220,000	0,3068	560,000	0,3150	900,000	0,3191
7,000	0,2769	230,000	0,3072	570,000	0,3151	910,000	0,3192
8,000	0,2781	240,000	0,3076	580,000	0,3153	920,000	0,3193
9,000	0,2791	250,000	0,3080	590,000	0,3154	930,000	0,3194
10,000	0,2800	260,000	0,3083	600,000	0,3156	940,000	0,3195
15,000	0,2835	270,000	0,3086	610,000	0,3157	950,000	0,3196
20,000	0,2860	280,000	0,3089	620,000	0,3158	960,000	0,3196
25,000	0,2880	290,000	0,3092	630,000	0,3160	970,000	0,3197
30,000	0,2895	300,000	0,3095	640,000	0,3161	980,000	0,3198
35,000	0,2909	310,000	0,3098	650,000	0,3163	990,000	0,3199
40,000	0,2920	320,000	0,3101	660,000	0,3164	1 000,000	0,3200

Koëffisiënte K_1 of K_2 teen tussenwaardes van V of V_c moet deur lineêre interpolering verkry word.

APPENDIX 2

COEFFICIENTS K_1 AND K_2 REFERRED TO IN REGULATIONS 3 AND 4 (1) V or V_c = Volume in cubic metres

V or V_c	K_1 or K_2	V or V_c	K_1 or K_2	V or V_c	K_1 or K_2	V or V_c	K_1 or K_2
10	0,2200	45,000	0,2931	330,000	0,3104	670,000	0,3165
20	0,2260	50,000	0,2940	340,000	0,3106	680,000	0,3166
30	0,2295	55,000	0,2948	350,000	0,3109	690,000	0,3168
40	0,2320	60,000	0,2956	360,000	0,3111	700,000	0,3169
50	0,2340	65,000	0,2963	370,000	0,3114	710,000	0,3170
60	0,2356	70,000	0,2969	380,000	0,3116	720,000	0,3171
70	0,2369	75,000	0,2975	390,000	0,3118	730,000	0,3173
80	0,2381	80,000	0,2981	400,000	0,3120	740,000	0,3174
90	0,2391	85,000	0,2986	410,000	0,3123	750,000	0,3175
100	0,2400	90,000	0,2991	420,000	0,3125	760,000	0,3176
200	0,2460	95,000	0,2996	430,000	0,3127	770,000	0,3177
300	0,2495	100,000	0,3000	440,000	0,3129	780,000	0,3178
400	0,2520	110,000	0,3008	450,000	0,3131	790,000	0,3180
500	0,2540	120,000	0,3016	460,000	0,3133	800,000	0,3181
600	0,2556	130,000	0,3023	470,000	0,3134	810,000	0,3182
700	0,2569	140,000	0,3029	480,000	0,3136	820,000	0,3183
800	0,2581	150,000	0,3035	490,000	0,3138	830,000	0,3184
900	0,2591	160,000	0,3041	500,000	0,3140	840,000	0,3185
1,000	0,2600	170,000	0,3046	510,000	0,3142	850,000	0,3186
2,000	0,2660	180,000	0,3051	520,000	0,3143	860,000	0,3187
3,000	0,2695	190,000	0,3056	530,000	0,3145	870,000	0,3188
4,000	0,2720	200,000	0,3060	540,000	0,3146	880,000	0,3189
5,000	0,2740	210,000	0,3064	550,000	0,3148	890,000	0,3190
6,000	0,2756	220,000	0,3068	560,000	0,3150	900,000	0,3191
7,000	0,2769	230,000	0,3072	570,000	0,3151	910,000	0,3192
8,000	0,2781	240,000	0,3076	580,000	0,3153	920,000	0,3193
9,000	0,2791	250,000	0,3080	590,000	0,3154	930,000	0,3194
10,000	0,2800	260,000	0,3083	600,000	0,3156	940,000	0,3195
15,000	0,2835	270,000	0,3086	610,000	0,3157	950,000	0,3196
20,000	0,2860	280,000	0,3089	620,000	0,3158	960,000	0,3196
25,000	0,2880	290,000	0,3092	630,000	0,3160	970,000	0,3197
30,000	0,2895	300,000	0,3095	640,000	0,3161	980,000	0,3198
35,000	0,2909	310,000	0,3098	650,000	0,3163	990,000	0,3199
40,000	0,2920	320,000	0,3101	660,000	0,3164	1 000,000	0,3200

Coefficients K_1 or K_2 at intermediate values of V or V_c shall be obtained by linear interpolation.

AANHANGSEL II

SERTIFIKAAT

INTERNASIONALE TONNEMAATSERTIFIKAAT (1969)

(Amptelike seël)

Uitgereik ingevolge die bepalings van die Internasionale Konvensie insake die Tonnemaatberekening van Skepe, 1969, op gesag van die Regering van

(volle amptelike naam van land)

vir wie die Konvensie op

19..... in werking getree het deur.....
(volle amptelike betiteling van die bevoegde persoon of organisasie erken kragtens die bepalings van die Internasionale Konvensie insake die Tonnemaatberekening van Skepe, 1969).

Naam van skip	Onderskeidende nommer of letters	Hawe waar geregistreer	*Datum

* Datum waarop die kiel gelê is of waarop die skip op 'n dergelike stadium van konstruksie was [Artikel 2 (6)], of datum waarop die skip verbouings of modifiserings van 'n grootskaalse aard ondergaan het [Artikel 3 (2) (b)], na gelang van die geval.

HOOFAFMETINGS

Lengte [Artikel 2 (8)]	Breedte [Regulasie 2 (3)]	Gevormde diepte mid-skeeps tot bodek [Regulasie 2 (2)]

Die skip se tonnemaat is die volgende:

Bruto tonnemaat.....

Netto tonnemaat.....

Hiermee word gesertifiseer dat die skip se tonnemaat bereken is ooreenkomstig die bepalings van die Internasionale Konvensie insake die Tonnemaatberekening van Skepe, 1969.

Uitgereik te

..... 19.....
(Plek van uitreiking van sertifikaat) (Uitreikingsdatum)

(Handtekening van beampte wat die sertifikaat uitreik)

en/of

(seël van die uitreikingsowerheid)

Indien dit onderteken is, moet die volgende paragraaf bygevoeg word:

Ondergetekende verklaar dat hy behoorlik deur genoemde Regering daartoe gemagtig is om hierdie sertifikaat uit te reik.

(Handtekening)

ANNEX II

CERTIFICATE

INTERNATIONAL TONNAGE CERTIFICATE (1969)

(Official seal)

Issued under the provisions of the International Convention on Tonnage Measurement of Ships, 1969, under the authority of the Government of

(full official designation of country)

for which the Convention came into force on 19

by.....
(full official designation of the competent person or organization recognized under the provisions of the International Convention on Tonnage Measurement of Ships, 1969.)

Name of ship	Distinctive number or letters	Port of registry	*Date

* Date on which the keel was laid or the ship was at a similar stage of construction [Article 2 (6)], or date on which the ship underwent alterations or modifications of a major character [Article 3 (2) (b)], as appropriate.

MAIN DIMENSIONS

Length [Article 2 (8)]	Breadth [Regulation 2 (3)]	Moulded Depth amidships to Upper Deck [Regulation 2 (2)]

The tonnages of the ship are:

Gross tonnage

Net tonnage

This is to certify that the tonnages of this ship have been determined in accordance with the provisions of the International Convention on Tonnage Measurement of Ships, 1969.

Issued at

(Place of issue of certificate) (Date of issue)

(Signature of official issuing the certificate)

and/or

(seal of issuing authority)

If signed, the following paragraph is to be added:

The undersigned declares that he is duly authorised by the said Government to issue this certificate.

(Signature)

Ruimtes by tonnemaat ingesluit						Spaces included in tonnage					
Bruto tonnemaat			Netto tonnemaat			Gross tonnage			Net tonnage		
Naam van ruimte	Ligging	Lengte	Naam van ruimte	Ligging	Lengte	Name of space	Location	Length	Name of space	Location	Length
Onderdeks...	—	—				Underdock ..	—	—			
			Getal passasiers [Regulasie 4 (1)] Getal passasiers in kajuite met hoogstens 8 slaapplekke..... Getal ander passasiers						Number of passengers [Regulation 4 (1)] Number of passengers in cabins with not more than 8 berths Number of other passengers		
Uitgeslote ruimtes [Regulasie 2 (5)] 'n Asterisk (*) moet aangebring word langs dié hierbo gelyste ruimtes wat uit sowel ingeslote as uitgeslote ruimtes bestaan			Gevormde diepgang [Regulasie 4 (2)]			Excluded spaces [Regulation 2 (5)] An asterisk (*) should be added to those spaces listed above which comprise both enclosed and excluded spaces.			Moulded draught [Regulation 4 (2)]		
Datum en plek van aanvanklike berekening						Date and place of original measurement					
Datum en plek van jongste herberekening						Date and place of last previous remeasurement					
Opmerkings:						Remarks:					

PHYTOPHYLACTICA

Hierdie publikasie is 'n voortsetting van die Suid-Afrikaanse Tydskrif vir Landbouwetenskap Jaargang 1 tot 11, 1958–1968 en bevat artikels oor Entomologie, Dierkundige Plantplae, Nematologie, Plantpatologie, Mikrobiologie, Mikologie, Taksonomiese Studies, Biologie en Beheer. Vier dele van die tydskrif word per jaar gepubliseer.

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PHYTOPHYLACTICA

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Contributions of scientific merit on agricultural research are invited for publication in this journal. Directions for the preparation of such contributions are obtainable from the Director, Agricultural Information, Private Bag X144, Pretoria, to whom all communications in connection with the journal should be addressed.

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