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GOEWERMENSKENNISGEWING

DEPARTEMENT VAN VERVOER

No. R. 1129

6 Junie 1986

TONNEMAATREGULASIES UITGEVAARDIG KRAGTENS ARTIKEL 356 VAN DIE HANDELSKEEPPVAARTWET, 1951

Die Minister van Vervoerwese het kragtens artikel 356 van die Handelskeepvaartwet, 1951 (Wet 57 van 1951), die regulasies in die Bylae uitgevaardig.

BYLAE

INDELING VAN REGULASIES

Regulasie No.

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| 3 | Toepassing. |
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Aanhangsel 1: Figure wat in regulasie 4 (5) genoem word.

Aanhangsel 2: Koëffisiënte K_1 en K_2 wat in regulasies 6 en 7 (1) genoem word.

Byvoegsel 1: Internasionale Tonnemaatsertifikaat.

Byvoegsel 2: Plaaslike Tonnemaatsertifikaat.

Byvoegsel 3: Gelde vir die opmeting van Skepe.

KORT TITEL

1. Hierdie Regulasies heet die Tonnemaatregulasies, 1986.

WOORDOMSKRYWING

2. In hierdie Regulasies beteken die uitdrukking "die Wet" die Handelskeepvaartwet, 1951 (Wet 57 van 1951), en, tensy uit die samehang anders blyk, het enige uitdrukking waaraan in die Wet 'n betekenis geheg is, daardie betekenis, en beteken—

"afmetings" die afmetings van 'n skip in meter en desimale breuke daarvan uitgedruk;

GOVERNMENT NOTICE

DEPARTMENT OF TRANSPORT

No. R. 1129

6 June 1986

TONNAGE REGULATIONS MADE UNDER SECTION 356 OF THE MERCHANT SHIPPING ACT, 1951

The Minister of Transport Affairs has, under section 356 of the Merchant Shipping Act, 1951 (Act 57 of 1951), made the regulations set out in the Schedule.

SCHEDULE

ARRANGEMENT OF REGULATIONS

Regulation

No.

- | | |
|----|---------------------------------|
| 1 | Short title. |
| 2 | Definitions. |
| 3 | Application. |
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| 5 | Gross tonnage. |
| 6 | Net tonnage. |
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Appendix 1: Figures referred to in regulation 4 (5).

Appendix 2: Coefficients K_1 and K_2 referred to in regulations 6 and 7 (1).

Annex 1: International Tonnage Certificate.

Annex 2: Local Tonnage Certificate.

Annex 3: Fees for measurement of ships.

SHORT TITLE

1. These regulations are called the Tonnage Regulations, 1986.

DEFINITIONS

2. In these Regulations, "the Act" means the Merchant Shipping Act, 1951 (Act 57 of 1951), and unless the context otherwise indicates, any expression to which a meaning has been assigned in the Act shall bear such meaning and—

"approved" means approved by the Director-General;

“bodek” die heel boonste volledige dek wat aan weer en see 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 toegesluit 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;

“breedte” die maksimum breedte van die skip, midskeeps gemeet tot aan die gevormde spantelyn van die raam in die geval van 'n skip met 'n metaalromp en tot aan die buitenste oppervlak van die romp in die geval van 'n skip met 'n romp van 'n ander materiaal;

“'n byvoegsel” 'n permanente hegstuk tot aan die romp en wat 'n integrerende en funksionele deel van die skip uitmaak. Dit sluit onder meer roere, asklampe of skroefaskokers, stabiliseerders, vinkiele en kimkiele in;

“gevormde diepte”

- (a) die vertikale afstand gemeet van die bokant van die kiel tot by die onderkant van die bodek aan die kant. By hout- en mengbouskepe word die afstand van die onderste rand van die kielsponning af gemeet. Waar die vorm van die onderste gedeelte van die midskeeps deursnee hol is, of waar dik kielhange aangebring is, word die afstand gemeet van die punt 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 word die gevormde diepte gemeet tot by die spypunt van die gevormde spantelyne van die dek- en sykanthuidbeplating 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 verwysigingslyn wat van die onderste gedeelte van die dek met 'n lyn ewewydig met die verheve gedeelte langs strek;

“goedgekeur” deur die Direkteur-generaal goedgekeur;

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

“lengte” 96 persent van die totale lengte op 'n waterlyn by 85 persent van die mins gevormde diepte gemeet van die bokant van die kiel of die lengte van die voorkant van die boeg tot by die as van die stuurstok op daardie waterlyn, indien dit groter is. By skepe met 'n hellende kiel is die waterlyn waarop die lengte gemeet word ewewydig met die ontwerpde waterlyn.

“'n passasier” elke persoon buiten—

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

“an appendage” means a permanent attachment to the hull which forms an integral and functional part of the ship. Included in this definition are rudders, shaft brackets or bossings, stabilizers, fin keels and bilge keels;

“breadth” means 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 of any other material;

“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/vragruimte) to be so positioned that they are readily visible and not to be less than 100 millimetres in height;

“enclosed spaces” means all those spaces which are bounded by the ship's hull, by fixed or portable partitions or bulk-heads, by decks or coverings other than permanent or movable awnings. No break in a deck, nor any opening in the ship's hull, or 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;

“excluded spaces” means, notwithstanding the provisions of the definition of “enclosed spaces”—

- (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 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);
- (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);
- (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 connection 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 or one third of the height of the space, whichever is the greater (Figure 7 in Appendix 1);

“uitgeslote ruimtes” ondanks die bepalings van die omskrywing van ingeslote ruimtes—

- (a) (i) 'n ruimte binne 'n oprigting teenoor 'n entopening 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 te bowe gaan, terwyl 'n opening in wydte van gelyk aan of groter as 90 persent van die breedte van die dek by die lyn van die ruimte se opening het. Hierdie bepaling moet so toegepas word dat slegs die ruimte tussen die werklike entopening 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 Aanhangsel 1);
- (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 slegs die ruimte tussen die lyn van die opening en 'n ewewydige lyn getrek deur die punt waar die dwarsskeepse wydte van die ruimte gelyk aan of minder as 90 persent van die breedte van die dek word, van die volume van die ingeslote ruimtes uitgesluit word (Figure 2, 3 en 4 in Aanhangsel 1);
- (iii) waar 'n tussenruimte wat geheel en al oop is, afgesien van boordwande of oop relings, twee ruimtes skei waarvan een of albei se uitsluiting kragtens paragrawe (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 Aanhangsel 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 kantstutte aan die skeepsy aangebring word, mits die afstand tussen die bokant van die relings of die boordwand en die spalkplaat minstens 0,75 meter of een derde van die ruimte se hoogte is, wat ook al die grootste is (Figuur 7 in Aanhangsel 1);
- (c) 'n ruimte in 'n sy-tot-sy-oprigting direk teenoor sy-openings met 'n hoogte van minstens 0,75 meter 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 word van die volume van ingeslote ruimtes binneboords van die opening af tot 'n maksimum van een helfte van die breedte van die dek teenoor die opening beperk word (Figuur 8 in Aanhangsel 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, tot die grootte van die opening beperk word (Figuur 9 in Aanhangsel 1);
- (e) 'n inlating in die grensbeskot van 'n oprigting wat aan die weer blootgestel is en waarvan die opening sonder toemaakmiddels van dek tot dek strek, mits die binnewydte nie meer is as die wydte by die ingang nie en sy verlenging in die oprigting nie meer as twee maal die wydte van sy ingang is nie (Figuur 10 in Aanhangsel 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 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 be 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); and

(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);

which spaces shall not be included in the volume of enclosed spaces, but excluded such spaces—

- (i) which are fitted with shelves or other means for securing cargo or stores;
- (ii) the openings of which are fitted with means of closure; or
- (iii) the construction of which allows the closing of the openings,

which spaces shall be treated as enclosed spaces;

“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 foreside of the bow 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;

“measurement” means the measurement of a ship as expressed in meters and decimal fractions thereof;

“moulded depth” means—

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

welke ruimtes nie by die volume van ingeslote ruimtes ingesluit moet word nie, uitgesonderd sodanige ruimtes—

- (i) wat toegerus is met rakke of ander middele om vrag of voorraad te beveilig;
- (ii) waarvan die openinge van toemaakmiddels voorsien is; of
- (iii) waarvan die konstruksie dit moontlik maak dat die openinge toegemaak kan word,

welke ruimtes as ingeslote ruimtes behandel moet word;

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

“weerdig” beteken dat water in geen seetoestande die skip sal binnedring nie.

TOEPASSING

3. Hierdie Regulasies is van toepassing op—

- (a) elke skip wat op of na die datum van inwerkingtreding van die Regulasies in die Republiek geregistreer word;
- (b) elke skip wat kragtens artikel 18 (4) van die Wet op las van die Minister opgemeet moet word;
- (c) elke skip, uitgesonderd 'n skip van Suid-Afrikaanse nasionaliteit, wat nie voorsien is van 'n registrasiesertifikaat of ander nasionale dokumente wat die tonnemaat aandui wat vir die Direkteur-generaal of *bevoegde beampte aanneemlik is nie, ten opsigte waarvan hawegeld of ander gelde betaalbaar word ingevolge die tarief wat deur die Suid-Afrikaanse Vervoerdienste vasgestel word;
- (d) bestaande skepe wat veranderings of modifikasies ondergaan wat na die Direkteur-generaal se oordeel 'n wesenlike verandering in hulle bestaande tonnemaat meebring;
- (e) bestaande skepe indien die eienaar die bevoegde persoon skriftelik daarom vra; en
- (f) alle bestaande skepe, twaalf jaar na die datum van inwerkingtreding, behalwe dat sodanige skepe, uitgesonderd dié genoem in paragrawe (d) en (e), hulle bestaande tonnemaat vir die doel van die toepassing van tersaaklike vereistes op sodanige skepe ingevolge ander bestaande Internasionale konvensies behou.

* Vir die doel van hierdie Regulasies het die Direkteur-generaal die volgende beamptes as “bevoegde beamptes” in die Republiek aangewys:

Te Richardsbaai, Durban, Oos-Londen, Port Elizabeth, Mosselbaai, Kaapstad, Saldanha en Walvisbaai: Die Eerste Beampte van die Marine-afdeling. Te Port Nolloth en Luderitz: Die Koopvaardymeester.

OPMETING VAN SKEPE

4. Wanneer 'n bevoegde beampte vereis dat die tonnemaat van 'n skip kragtens artikel 16 van die Wet bepaal moet word of waar dit om enige ander rede nodig is om die tonnemaat van 'n skip te bepaal, moet die skip gemeet word soos in hierdie Regulasies uiteengesit.

“a passenger” means every person other than—

- (a) the master and 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.

“upper deck” means 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;

“weathertight” means that under any sea conditions water will not penetrate into the ship.

APPLICATION

3. These regulations apply to—

- (a) every ship that is registered in the Republic on or after the date of coming into force of these regulations;
- (b) every ship ordered by the Minister in terms of section 18 (4) of the Act to be surveyed;
- (c) every ship other than a ship of South African nationality not provided with a certificate of registry or other national papers denoting the tonnage acceptable to the Director-General or *proper officer, in respect of which port dues or other charges become payable in terms of the tariff determined by the South-African Transport Services;
- (d) existing ships which undergo alterations or modifications which in the opinion of the Director-General deems to result in a substantial change in their existing gross tonnage;
- (e) existing ships if the owner so requests the proper officer in writing, and;
- (f) all existing ships, twelve years after the date of coming into force of these Regulations, except that such ships, apart from those mentioned in (d) and (e) of this paragraph, shall retain their existing tonnages for the purpose of the application to them of relevant requirements under other existing International Conventions.

* For the purposes of these Regulations, the Director-General has designated the following officers as “proper officers” in the Republic:

At Richards Bay, Durban, East London, Port Elizabeth, Mossel Bay, Cape Town, Saldanha and Walvis Bay: The Principal Officer of the Marine Division. At Port Nolloth and Luderitz: The Shipping Master.

MEASUREMENT OF SHIPS

4. Whenever in terms of section 16 of the Act a proper officer requires the tonnage of a ship to be ascertained, or where for any other reason it is necessary for the tonnage of a ship to be ascertained, the ship shall be measured in the manner set out in these regulations.

BRUTO TONNEMAAT

5. 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 en,

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

NETTO TONNEMAAT

6. (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 groter as een aanvaar. moet word nie;

(b) die terme $K_2 V_c \left(\frac{4d}{3D} \right)^2$ nie as minder as 0,25 GT geneem moet word nie; en

(c) NT nie as minder as 0,30 GT geneem 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 Aanhangsel 2 getabuleer);

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

D = midskeepse gevormde diepte in meter soos in regulasie 2 omskryf;

d = midskeepse gevormde diepgang in meter soos in subregulasie (2) 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 mag vervoer; wanneer $N_1 + N_2$ minder as 13 is, moet N_1 en N_2 op nul gestel word; en

GT = bruto tonnemaat van die skip, bereken ooreenkomstig die bepalings van regulasie 6.

(2) Die midskeepse gevormde diepgang (d) vermeld in subregulasie (1) 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 houtlaslyne) wat ooreenkomstig daardie Konvensie toegeken is;

(b) vir passasierskepe, die diepgang wat ooreenstem met die boonste indelingslaslyn wat ooreenkomstig die geldende Internasionale Konvensie vir die Beveiliging van Menselewens op See toegeken is 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 die bepalings van die Wet toegeken is. Die diepgang wat ooreenstem met die somerlaslyn wat aldus toegeken is;

GROSS TONNAGE

5. 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 and

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

NET TONNAGE

6. (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 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;

d = moulded draught amidships in metres as defined in subregulation (2);

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; and

GT = gross tonnage of the ship as determined in accordance with the provisions of regulation 6.

(2) The moulded draught (d) referred to in subregulation (1) 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 the provisions of the Act, the draught corresponding to the summer load line so assigned;

- (d) vir skepe waarvoor geen laslyn toegeken is nie, die maksimum geoorloofde diepgang; en
- (e) vir ander skepe, 75 persent van die midskeepse gevormde diepte soos in regulasie 2 omskryf.

TONNEMAAT VAN VREEMDE TIPE SKEPE

7. Die bruto tonnemaat en die netto tonnemaat van vreemde tipes vaartuie waarvan die konstruksiekenmerke sodanig is dat dit die toepassing van die bepalings van hierdie Regulasies onbillik of onuitvoerbaar maak, word deur die Direkteur-generaal bepaal op die wyse wat hy billik ag.

WYSIGING VAN NETTO TONNEMAAT

8. (1) Wanneer die eienskappe van 'n skip, soos V , V_c , d , N_1 of N_2 , soos omskryf in regulasies 5 en 6, gewysig word en waar so 'n wysiging 'n toename in sy netto tonnemaat wat ooreenkomstig die bepalings van regulasie 7 bereken is, tot gevolg het, moet die netto tonnemaat van die skip in ooreenstemming met die nuwe eienskappe bepaal word en moet dit onverwyld toegepas word.

(2) Aan 'n skip waarvoor die laslyne genoem in regulasie 6 (2) (a) en (2) (b) gelyktydig toegeken word, moet daar net een netto tonnemaat toegewys word wat ooreenkomstig die bepalings van regulasie 6 bereken is, en dié tonnemaat moet die tonnemaat wees wat van toepassing is op die gepaste toegekende 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 , soos omskryf in regulasie 5 en 6, gewysig word of wanneer die gepaste toegekende laslyn genoem in subregulasie (2), gewysig word vanweë 'n wysiging in die doel waarvoor die skip gebruik word en waar so 'n wysiging 'n afname in sy netto tonnemaat wat ooreenkomstig die bepalings van regulasie 6 bereken is tot gevolg het, 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 veranderings of modifikasies ondergaan wat deur die Direkteur-generaal 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 passasiersskepe wat gebruik word vir die vervoer van groot getalle passasiers sonder kajuite vir spesiale doeleindes.

VOLUMEBEREKENING

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

(2) Die volumes van byvoegsels 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.

OPMETING EN BEREKENING

10. (1) Alle afmetings wat vir die berekening van volumes gebruik word, moet tot die naaste sentimeter afgerond word.

(d) for ships to which no load line has been assigned, the maximum permitted draught; and

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

TONNAGE OF NOVEL TYPES OF SHIP

7. 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 Director-General in such manner as he may deem equitable.

CHANGE OF NET TONNAGE

8. (1) When the characteristics of a ship, such as V , V_c , d , N_1 or N_2 as defined in regulations 5 and 6, are altered and where such an alteration results in an increase in its net tonnage as determined in accordance with the provisions of regulation 6, 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 regulation 6 (2) (a) and (b) are concurrently assigned shall be given only one net tonnage as determined in accordance with the provisions of regulation 6 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 5 and 6 are altered or when the appropriate assigned load line referred to in subregulation (2) 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 6, 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 Director-General 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.

CALCULATION OF VOLUMES

9. (1) All volumes included in the calculation of gross and net tonnage 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) 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.

MEASUREMENT AND CALCULATION

10. (1) All measurement used in the calculation of volumes shall be taken to the nearest centimetre.

(2) Die volumes moet noukeurig bereken word en volgens algemeen aanvaarde metodes vir die betrokke ruimte bereken word.

(3) (i) Die berekening van die volumes van die romp en van die agterdekke en voorkastele, moet gedoen word deur van Simpson se Eerste Reël gebruik te maak welke reël ook gebruik moet word om die area van samestellende afdelings met kromlynige rande te bereken.

(ii) Die lengte van die ruimte moet soos volg in 'n aantal gelyke dele onderverdeel word:

Lengte	Getal gelyke dele
Minder as 9 meter	2
Meer as 9 meter tot hoogstens 15 meter	4
Meer as 15 meter tot hoogstens 36 meter	6
Meer as 36 meter tot hoogstens 55 meter	8
Meer as 55 meter tot hoogstens 68 meter	10
Meer as 68 meter	12

(iii) By elke lengteverdelingspunt moet die dwarsoppervlakte van die skip bepaal word deur die diepte in vier gelyke dele te verdeel waar dit minder as 5 meter is, of in ses gelyke dele waar dit 5 meter oorskry en die breedte by elke onderverdeling te meet vir gebruik as koördinate.

(iv) Die laagste breedte moet geneem word as die breedte van die gedeelte na die aanvangspunt van die kimroning of as nul indien die vloer meer as 2° styg.

(v) Waar die skip 'n kromlynige dekrondte het, moet dit in ag geneem word deur een derde van die waarde by elke posisie van die diepte af te trek. Waar die dekrondte 'n samegestelde vorm het, moet dit as 'n byvoegsel tot die area beskou word.

(vi) Waar die skip 'n oorhellende wulfagterstewe het, moet die lengte van die romp gemeet word tot by die agterste vertikale gedeelte en die volume van die romp agter hierdie gedeelte as 'n byvoegsel beskou word.

(vii) Die volume van ruimtes bokant die bodek met kromlynige rande moet bereken word deur die horisontale area van die ruimte op midhoogte met die gemiddelde hoogte daarvan te vermenigvuldig.

(viii) Om die horisontale area te bereken moet die lengte van die ruimte ooreenkomstig die tabel in subregulasie (3) (ii) in 'n aantal gelyke dele onderverdeel word en die breedte by elke onderverdelingspunt gemeet word vir gebruik as koördinate.

(4) Die volume van die romp tot by die bodek van 'n skip met 'n lengte van minder as 24 meter moet in die geval van 'n bestaande skip, en kan in die geval van 'n nuwe skip ten opsigte waarvan onvoldoende data bestaan, bereken word volgens die formule—

$$V = KLBD$$

Waar V = die volume van die romp tot by die bodek;

K = 0,65 in die geval van skepe met 'n standaard-seeglyn, vasgestel ooreenkomstig die bepalinge van die Laslynregulasies, en 0,60 in die geval van skepe waarvan die seeg aansienlik minder as standaard is;

(2) The volumes shall be calculated accurately and according to generally accepted methods for the space concerned.

(3) (i) The calculation of the volume of the hull and of poops and forecastles, shall be made by the utilisation of Simpson's First Rule, which Rule shall also be used to calculate the area of component sections having curvilinear boundaries.

(ii) The length of the space shall be subdivided into a number of equal parts, as follows:

Length	No. of equal parts
Less than 9 metres	2
More than 9 metres but not exceeding 15 metres	4
More than 15 metres but not exceeding 36 metres	6
More than 36 metres but not exceeding 55 metres	8
More than 55 metres but not exceeding 68 metres	10
More than 68 metres	12

(iii) At each point of division of the length, the transverse area of the ship shall be calculated by subdividing the depth into four equal parts where it is less than 5 metres, or into six equal parts where it exceeds 5 metres, and measuring the breadths at each subdivision to be used as ordinates;

(iv) The lowest breadth shall be taken as the breadth of the section to the point of commencement of the round of bilge or as zero if the rise of floor is in excess of 2°.

(v) Where a ship has a curvilinear round of beam, it shall be taken into account by subtracting one third of its value at each station from the depth. Where the round of beam is of composite shape, it shall be treated as an appendage to the area.

(vi) Where a ship has a raked transom stern, the length of the hull shall be measured to the aftermost vertical section, and the volume of the hull abaft this section shall be treated as an appendage.

(vii) The volume of spaces above the upper deck having curvilinear boundaries shall be calculated by multiplying the horizontal area of the space at mid height by the mean height thereof.

(viii) To calculate the horizontal area, the length of the space shall be subdivided into a number of equal parts in accordance with the table in subregulation (30) (ii) and the breadths measured at each point of subdivision, to be used as ordinates.

(4) The volume of the hull up to the upper deck of any ship of less than 24 metres in length, in the case of an existing ship shall, and in the case of a new ship in respect of which insufficient data exists may, be calculated according to the formula—

$$V = KLBD$$

Where V = the volume of the hull up to the upper deck;

K = 0,65 in the case of ships having a standard sheer profile determined in accordance with the provisions of the Load Line regulations, and 0,60 in the case of ships having substantially less than standard sheer;

L = die lengte van die bodek;

B = die breedte; en

D = die gevormde diepte:

Met dien verstande dat die Direkteur-generaal in die geval van skepe met 'n vreemde vorm na sy oordeel kan vereis dat die volume bereken word deur middel van 'n ander metode indien hy oortuig is dat 'n akkurate resultaat daardeur verkry kan word.

(5) Om nasien te vergemaklik moet die berekening volledige besonderhede bevat.

TONNEMAAT SERTIFIKATE

11. By voltooiing van die opmeting van 'n skip moet die opnemer aan die eienaar daarvan 'n toepaslike tonnemaat-sertifikaat uitreik in die vorm soos in Byvoegsel 1 of 2 uiteengesit.

GELDE VIR OPMETING VAN SKEPE

12. (1) Behoudens subregulasie (2) moet 'n eienaar van 'n skip wat vir tonnemaat ooreenkomstig hierdie regulasies opgemeet word, aan die bevoegde beampte by die hawe waar die skip opgemeet word, die gelde betaal wat in Byvoegsel 3 uiteengesit word.

(2) 'n Staatsdepartement, met inbegrip van die Suid-Afrikaanse Vervoerdienste, is vrygestel van die betaling van enige van die gelde wat in Byvoegsel 3 uiteengesit word.

HERROEPING VAN REGULASIES

13. Die Regulasies afgekondig by Goewermentskennisgewing R. 1434 van 17 Augustus 1973, soos gewysig deur Goewermentskennisgewing R. 1151 van 6 Junie 1980 word hierby herroep.

L = the length on the upper deck;

B = the breadth; and

D = the moulded depth:

Provided that in the case of vessels of unusual form the Director-General may in his discretion require the volume to be calculated by another method if he is satisfied that more accurate result will be obtained thereby.

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

TONNAGE CERTIFICATES

11. Upon completion of the measurement of a ship, the surveyor shall grant to the owner thereof a tonnage certificate in the form set out in Annex 1 or 2, as applicable.

FEES FOR MEASUREMENT OF SHIPS

12. (1) Subject to the provisions of subregulation (2), an owner of a ship which is measured for tonnage in accordance with these regulations shall pay to the proper officer at the port at which the ship is measured such fees as set out in Annex 3.

(2) A department of State, including the South African Transport Services, shall be exempt from the payment of any fees set out in Annex 3.

REPEAL OF REGULATIONS

13. The Regulations published by Government Notice R. 1434 of 17 August 1973 as amended by Government Notice R. 1151 of 6 June 1980 are hereby repealed.

AANHANGSEL 1

FIGURE WAT IN REGULASIE 2 GENOEM 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

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 the way of the opening.

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

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

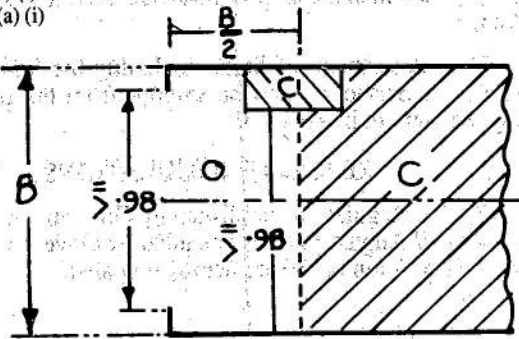


Fig. 1

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

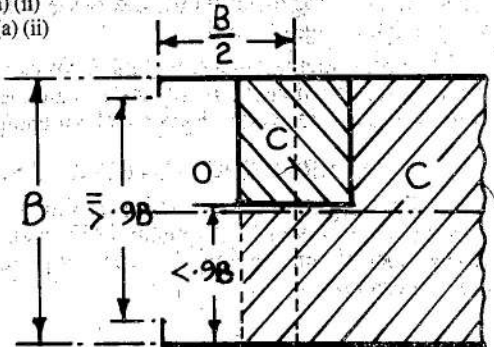


Fig. 2

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

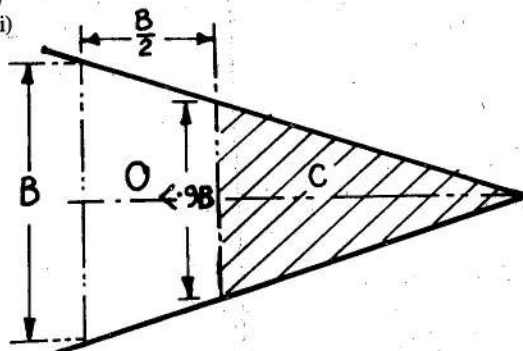


Fig. 3

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

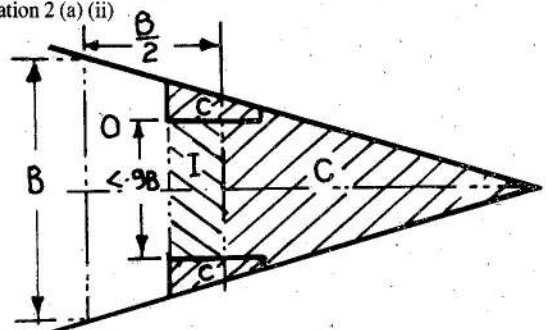


Fig. 4

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

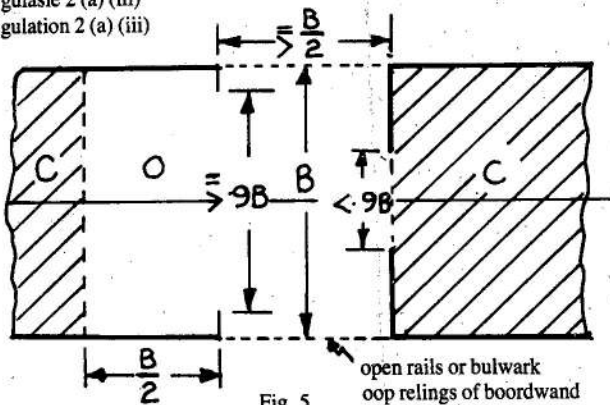


Fig. 5

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

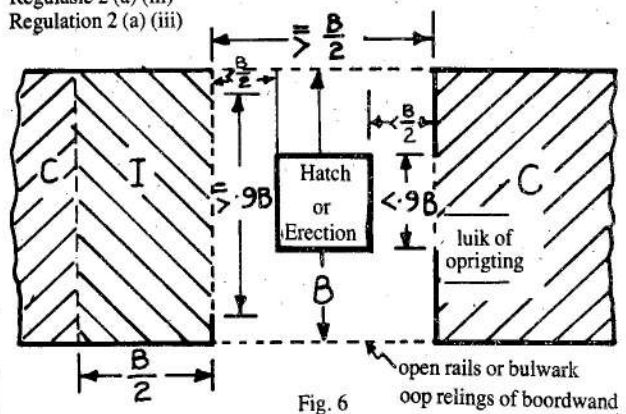


Fig. 6

Regulasie 2 (b)
Regulation 2 (b)

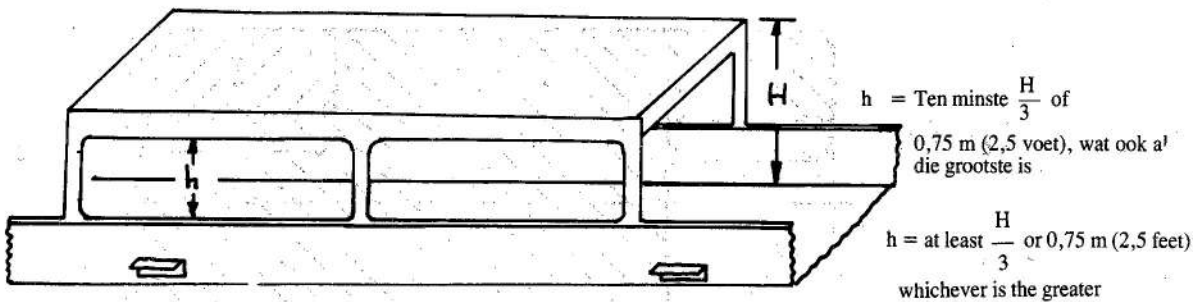


Fig. 7

Regulasie 2 (c)
Regulation 2 (c)

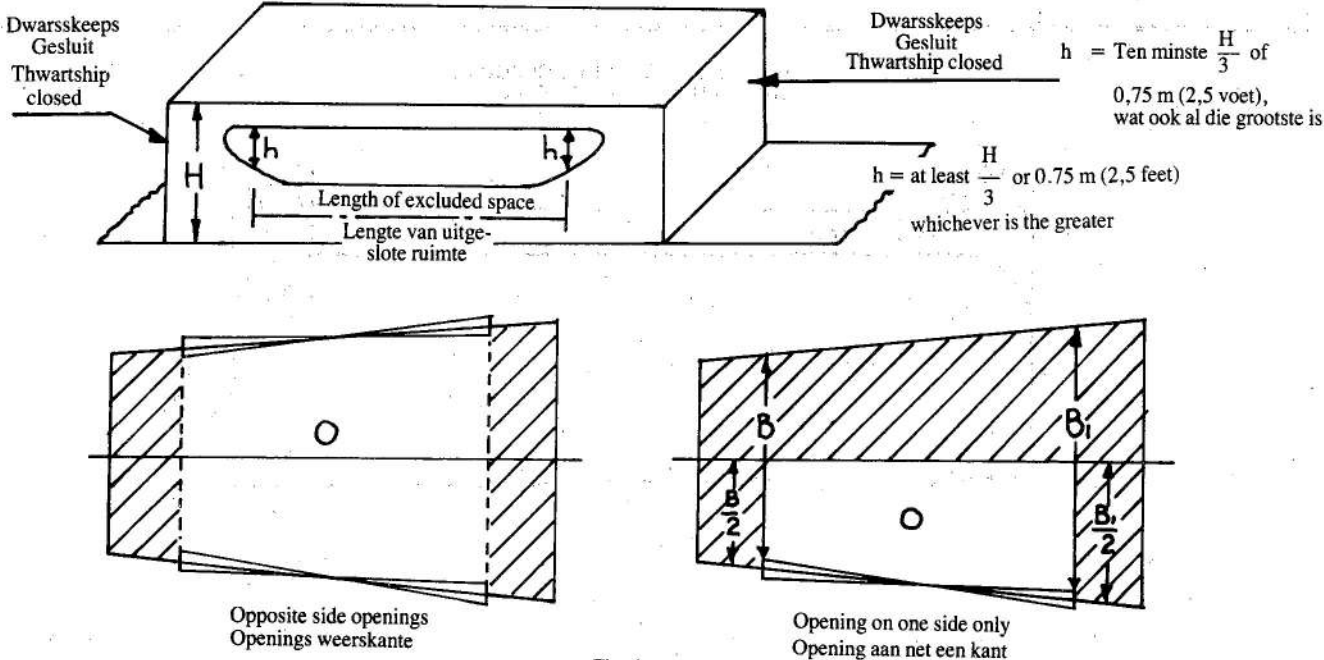


Fig. 8

Regulasie 2 (d)
Regulation 2 (d)

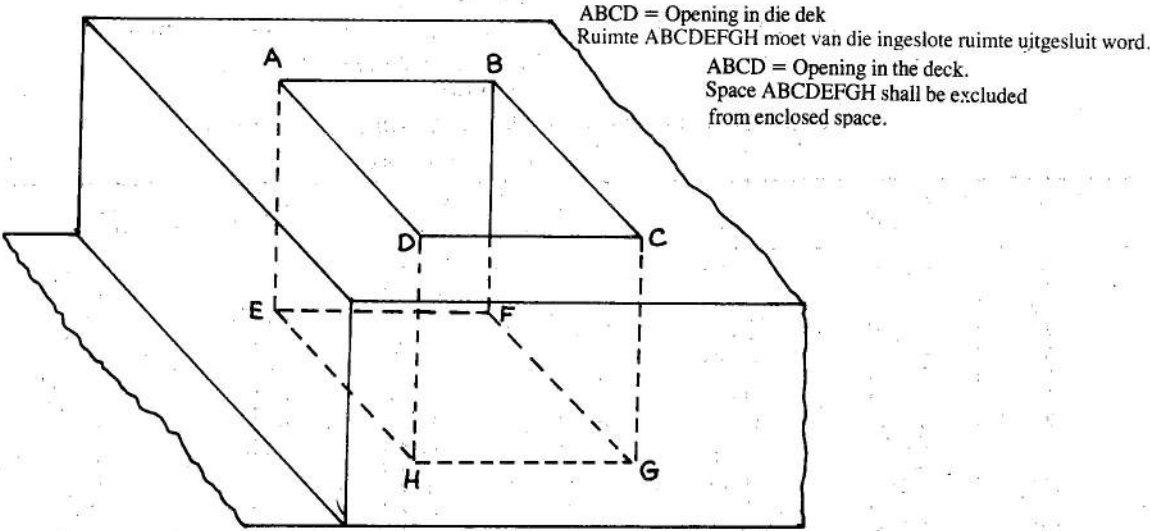


Fig. 9

Regulasie 2 (e)
Regulation 2 (e)

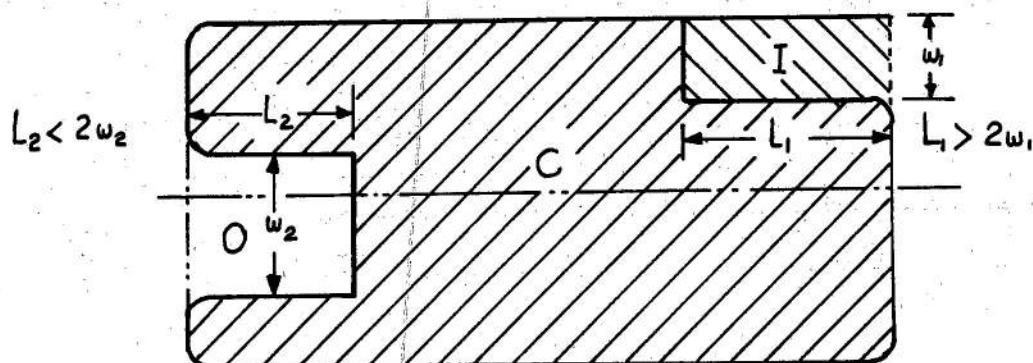


Fig. 10.

SKEPE MET GERONDE DOLBOORDE
SHIPS WITH ROUNDED GUNWALES

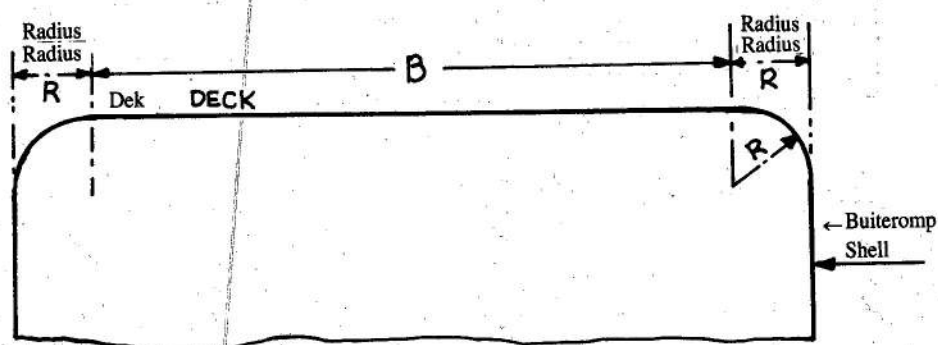


Fig. 11

AANHANGSEL 2

KOËFFISIËNTE K_1 EN K_2 WAT IN REGULASIES 5 EN 6 (1) GENOEM WORD

V of V_c = volume in kubieke meter

APPENDIX 2

COEFFICIENTS K_1 AND K_2 REFERRED TO IN REGULATIONS 5 AND 6 (1)

V or V_c = Volume in cubic metres

V of V_c V or V_c	K_1 of K_2 K_1 or K_2	V of V_c V or V_c	K_1 of K_2 K_1 or K_2	V of V_c V or V_c	K_1 of K_2 K_1 or K_2	V of V_c V or V_c	K_1 of K_2 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

V of V_c V or V_c	K_1 of K_2 K_1 or K_2	V of V_c V or V_c	K_1 of K_2 K_1 or K_2	V of V_c V or V_c	K_1 of K_2 K_1 or K_2	V of V_c V or V_c	K_1 of K_2 K_1 or K_2
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

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

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

BYVOEGSEL 1/ANNEX 1

DIREKTORAAT WATERVERVOER/WATER TRANSPORT DIRECTORATE
HANDELSKEEPVAARTWET, 1951/MERCHANT SHIPPING ACT, 1951

INTERNASIONALE TONNEMAATSERIFIKAAT (1969) INTERNATIONAL TONNAGE CERTIFICATE (1969)

Uitgereik deur die Departement van Vervoer kragtens die bepalings van die Internasionale Konvensie oor die Tonnemaatmeting van Skepe, 1969, onder die gesag van die Regering van die Republiek van Suid-Afrika waarvoor die Konvensie op 24 FEBRUARIE 1983 in werking getree het.

Issued by the Department of Transport under the provisions of the International Convention on Tonnage Measurement of Ships, 1969, under the authority of the Government of the Republic of South Africa for which the Convention came into force on 24 FEBRUARY 1983.

Naam van skip Name of ship	Amtelike No. Official No.	Registrasiehawe Port of registry	*Datum *Date

*Datum waarop kiel gelê is of die skip in 'n dergelike stadium van konstruksie was of die datum waarop die skip grootskaalse verandering of modifikasies ondergaan het, soos toepaslik.

*Date on which keel was laid or the ship was at a similar stage of construction or the date on which the ship underwent alterations or modifications of a major character, as appropriate.

HOOFAFMETINGS/MAIN DIMENSIONS

Lengte [artikel 2 (8)] Length [article 2 (8)]	Breedte [regulasie 2 (3)] Breadth [regulation 2 (3)]	Gevormde diepte midskeeps tot bodek [regulasie 2 (2)] Moulded depth amidships to upper deck [regulation 2 (2)]

DIE TONNEMATE VAN DIE SKIP IS:/THE TONNAGES OF THE SHIP ARE:

BRUTO TONNEMAAT/GROSS TONNAGE

NETTO TONNEMAAT/NET TONNAGE

Hierby word gesertifiseer dat die tonnemate van hierdie skip bereken is ooreenkomstig die bepalings van die Internasionale Konvensie oor die Tonnemaatmeting van Skepe, 1969.

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.

Uitgereik te

Issued at

op

on

Eerste Beampte
Principal Officer

RUIMTES BY TONNEMAAT INGESLUIT
SPACES INCLUDED IN TONNAGE

Bruto tonnemaat Gross tonnage			Netto tonnemaat Net tonnage		
*Naam van ruimte *Name of space	Ligging Location	Lengte Length	*Naam van ruimte *Name of space	Ligging Location	Lengte Length
Onderdek Underdeck					
			AANTAL PASSASIERE NUMBER OF PASSENGERS		
			Getal passasiers in kajuite met hoogstens 8 slaapbanke No. of passengers in cabins with not more than 8 berths		
			Getal ander passasiers No. of other passengers		
UITGESLOTE RUIMTES EXCLUDED SPACES (Regulasie/Regulation 2)			GEVORMDE DIEPGANG MOULDED DRAUGHT (Regulasie/Regulation 4 (2))		

Datum en plek van oorspronklike opmeting
Date and place of original measurement

Datum en plek van laatste heropmeting
Date and place of last remeasurement

Opmerking:
Remarks:

* Dui ruimtes aan wat uit ingeslote sowel as uitgeslote ruimtes bestaan
* Indicate spaces which comprise both enclosed and excluded spaces

BYVOEGSEL 2

DEPARTEMENT VAN VERVOER, DIREKTORAAT WATERVERVOER

Handelskeepvaartwet, 1951 (Wet 57 van 1951), soos gewysig

PLAASLIKE TONNEMAATSERTIFIKAAT

Naam van skip	Amtelike no.	Registrasiehawe	*Datum

* Datum waarop kiel gelê is of die skip in 'n dergelike stadium van konstruksie was, of die datum waarop die skip grootskaalse veranderings of modifikasies ondergaan het (regulasie 8 van die Tonnemaatregulasies, 1986).

HOOFAFMETINGS

Geregistreerde lengte	Gevormde breedte	Gevormde diepte midskeeps tot bodek
-----------------------	------------------	-------------------------------------

	Tonnamaat	Kubieke Meter
Bruto		
Netto		

Ek, die ondergetekende opnemer, deur die Minister van Vervoerwese aangestel, sertifiseer hierby dat bogenoemde skip opgemeet is ooreenkomstig die vereistes van die Tonnemaatregulasies, 1986, en dat die tonnemate is soos hierbo vermeld.

Uitgereik te

Datum

Handtekening

ANNEX 2

DEPARTMENT OF TRANSPORT, WATER TRANSPORT DIRECTORATE

Merchant Shipping Act, 1951 (Act 57 of 1951), as amended

LOCAL TONNAGE CERTIFICATE

Name of ship	Official No.	Port of registry	*Date

*Date on which keel was laid or the ship was at a similar stage of construction, or the date on which the ship underwent alterations or modifications of a major character. (Regulation 8 of the Tonnage Regulations, 1986).

MAIN DIMENSIONS

Registered length	Moulded breadth	Moulded depth amidships to upper deck

	Tonnage	Cubic Metres
Gross		
Net		

I, the undersigned surveyor, appointed by the Minister of Transport Affairs hereby certify that the abovenamed ship has been measured in accordance with the requirements of the Tonnage Regulations, 1986 and that the tonnages are as stated above.

Issued at

Date

Signature

 RUIMTES BY TONNEMAAT INGESLUIT
 SPACES INCLUDED IN TONNAGE

BRUTO TONNEMAAT GROSS TONNAGE			NETTO TONNEMAAT NET TONNAGE		
Naam van ruimte Name of space	Ligging Location	Lengte Length	Naam van ruimte Name of Space	Ligging Location	Lengte Length
Onderdek Underdeck					
			GETAL PASSASIERE NUMBER OF PASSENGERS Getal passasiers in kajuite met hoogstens 8 slaapbanke Number of passengers in cabins with not more than 8 berths Getal ander passasiers Number of other passengers		

 UITGESLOTE RUIMTES (REGULASIE 2)
 EXCLUDED SPACES (REGULATION 2)

n Asterisk () moet gevoeg word by daardie ruimtes hierbo opgenoem wat uit ingeslote sowel as uitgeslote ruimtes bestaan.

An asterisk (*) should be added to those spaces listed above which comprise both enclosed and excluded spaces.

 GEVORMDE DIEPGANG (REGULASIE 2)
 MOULDED DRAUGHT (REGULATION 2)

Datum en plek van oorspronklike opmeting

Date and place of original measurement

Datum en plek van vorige heropmeting

Date and place of last remeasurement

OPMERKINGS:
REMARKS:

BYVOEGSEL 3**GELDE VIR OPMETING VAN SKEPE****OPMETING VAN SKEPE VIR BRUTO EN NETTO TONNEMAAT**

(1) Die gelde betaalbaar vir die opmeting van 'n skip ingevolge regulasie 3 van die Tonnemaatregulasies, 1986, is soos in die volgende tabel uiteengesit:

<i>Geregistreeerde lengte van skip</i>	<i>Gelde</i>
Minder as 24 meter	R 150
Minstens 24 meter tot hoogstens 36 meter	R 300
Meer as 36 meter tot hoogstens 55 meter	R 750
Meer as 55 meter tot hoogstens 68 meter	R1 500
Meer as 68 meter	R2 250

(2) In die geval van 'n skip wat in 'n vreemde hawe opgemeet is volgens 'n ooreenkoms met die regering van die land waarin die hawe geleë is met 'n ander verantwoordelike organisasie of persoon, vir die doel van voorlopige registrasie of andersins, is die gelde wat vir die nasien van die tonnemaatberekening betaal moet word R375.

(3) In die geval van 'n vreemde skip wat vroeër by 'n Suid-Afrikaanse hawe geregistreer was, word geen gelde betaal nie, tensy 'n verandering in die vorm of inhoudsmaat van die skip aangebring is sedert die eerste opmeting, in welke geval die toepaslike gelde in paragraaf (4) of (5) voorgeskryf, betaal moet word.

(4) Wanneer 'n vreemde skip namens of volgens 'n ooreenkoms met die regering van 'n ander staat opgemeet word, is die gelde betaalbaar die gelde in paragraaf (1) uiteengesit, behoudens 'n minimum van R375.

(5) Die gelde vir heropmeting, waar heropmeting die berekening van die volume van die romp onder die bodek insluit, is die gelde in paragraaf (1) uiteengesit.

(6) Wanneer 'n skip heropgemeet word ten gevolge van enige verandering in die vorm of inhoudsmaat, wat nie 'n verandering is wat die volume van die romp onder die bodek raak nie, is die gelde betaalbaar soos in die volgende tabel uiteengesit:

<i>Geregistreeerde lengte van skip</i>	<i>Gelde</i>
Minder as 24 meter	R 75
24 meter en meer maar hoogstens 55 meter	R150
Meer as 55 meter	R300

(7) Die gelde vir 'n gesertifiseerde afskrif van 'n tonnemaatsertifikaat wat ingevolge die Tonnemaatregulasies, 1986, uitgereik is, is R15.

(8) In spesiale gevalle kan besonderhede van tonnemaatrekenings ooreenkomstig die Tonnemaatregulasies aan 'n skeepseienaar of sy agent verskaf word by betaling van 'n bedrag van R15 per vel, behoudens 'n minimum bedrag van R75.

(9) Die gelde betaalbaar ooreenkomstig hierdie Byvoegsel dek die uitreiking van 'n tonnemaatsertifikaat en enige aantal besoeke aan die skip deur die opnemer vir die doel van elke opmeting of heropmeting.

ANNEX 3**FEES FOR TONNAGE MEASUREMENT****MEASUREMENT OF SHIPS FOR GROSS AND NET TONNAGE**

(1) The fees payable for the measurement of a ship in terms of regulation 3 of the Tonnage Regulations, 1986, shall be as set out in the following table:—

<i>Registered length of ship</i>	<i>Fee</i>
Less than 24 metres	R 150
24 metres and over but not exceeding 36 metres	R 300
More than 36 metres but not exceeding 55 metres	R 750
More than 55 metres but not exceeding 68 metres	R1 500
More than 68 metres	R2 250

(2) In the case where a ship has been measured in a foreign port by arrangement with the government of the country in which the port is situated or with some other responsible body or person, for the purpose of provisional registration or otherwise, the fee to be paid for checking the tonnage computation shall be R375.

(3) In the case of a foreign ship which was previously registered at a South African port no fee shall be paid unless any alteration in the form or capacity of the ship has been made since the first measurement in which case the relevant fee prescribed in paragraph (4) or (5) shall be paid.

(4) Where a foreign ship is measured on behalf of or by arrangement with the government of another state, the fee payable shall be the fee set out in paragraph (1) subject to a minimum of R375.

(5) The fee for remeasurement where remeasurement includes the calculation of the volume of the hull below the upper deck shall be the fee set out in paragraph (1).

(6) Where in consequence of any alteration in the form or capacity of a ship, not being an alteration affecting the volume of the hull below the upper deck, that ship is remeasured the fee payable shall be as set out in the following table:

<i>Registered length of ship</i>	<i>Fee</i>
Less than 24 metres	R 75
24 metres and over but not exceeding 55 metres	R150
More than 55 metres	R300

(7) The fee for a certified copy of a tonnage certificate issued in terms of the Tonnage Regulations, 1986 shall be R15.

(8) In special cases details of tonnage calculations made under the Tonnage Regulations may be supplied to a shipowner or his agent on payment of a fee of R15 per sheet subject to a minimum charge of R75.

(9) The fees payable in terms of this Annex shall cover the issue of a tonnage certificate and any number of visits made by the surveyor to the ship for the purpose of each measurement or remeasurement.

Maak uself asseblief deeglik vertrouwd met die "Voorwaardes vir Publikasie" van wetlike kennisgewings in die *Staatskoerant*, asook met die nuwe tariewe wat daarmee in verband staan

Please, acquaint yourself thoroughly with the "Conditions for Publication" of legal notices in the *Government Gazette*, as well as the new tariffs in connection therewith

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