

SHIPPING (TONNAGE) REGULATIONS

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SHIPPING (TONNAGE) REGULATIONS

147/1988.

made under section 22(2)

1. These Regulations may be cited as the Shipping (Tonnage) Regulations. Citation.

PART I

GENERAL

2. In these Regulations, unless the context otherwise requires— Definitions.

“Act” means the Shipping Act;

“Administration” means the Government of the State whose flag the ship is flying;

“amidships” means the mid-point of the length as defined below;

“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” means enclosed spaces which are included in the computation of gross tonnage and are appropriated for the transport of cargo to be discharged from the ship and which are permanently marked with the letters “CC” which mean cargo compartment, such letters being not less than one hundred millimetres in height and so positioned as to be readily visible;

“certifying authority” means the Minister or any person authorised by the Minister for the purposes of these Regulations and includes in particular, if so authorised, Lloyd’s Register of Shipping, Bureau Veritas, Det Norske Veritas, Germanischer Lloyd and the American Bureau of Shipping;

“contracting government” means the Government of a country which has accepted the International Convention on Tonnage Measurement of Ships, 1969;

“convention” means the International Convention on Tonnage Measurements of Ships, 1969;

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“enclosed spaces” means all those spaces, other than excluded spaces, which are bounded by the ship’s hull, by fixed or portable partitions or bulkheads, or by decks or coverings other than permanent or moveable awnings and without limiting the generality of the foregoing, no break in a deck, nor any opening in the ship’s hull, a deck, a covering of a space, or the partitions or bulkheads of a space, nor the absence of a partition or bulkhead, precludes a space from being included in the enclosed spaces; furthermore, notwithstanding the definition of “excluded spaces” provided below, any space which fulfils at least one of the following conditions is treated as an enclosed space:

- (a) a space fitted with shelves or other means for securing cargo or stores;
- (b) a space fitted with any means of closing the openings therein;
- (c) a space constructed in such a way so that there exists any possibility of an opening mentioned in paragraph (b) of the interpretation for “excluded spaces” given below being closed;

“excluded spaces” referred to in the definition of enclosed spaces, means—

- (a) that part of an enclosed space within an erection opposite an end opening and extending from the opening to an athwartship line at a fore and aft distance from the opening equal to half the breadth of the deck of the line of the opening, such end having a breadth equal to or greater than ninety per cent of the breadth of the deck at the line of the opening and extending from deck to deck or to a curtain plate of a depth not exceeding by more than twenty-five millimetres the depth of the adjacent deck beams, as specified in figure 1 of the First Schedule hereto; save that—

- (i) where any point the width of the enclosed space because of any arrangement except

covergence of the outside plating, as specified in figure 3 of the First Schedule hereto, becomes less than ninety per cent of the breadth of the deck at the line of the opening, the excluded space extends only to an athwartship line intersecting that point, as specified in figures 2 and 4 of the First Schedule hereto;

- (ii) where the opposite ends of two enclosed spaces are separated by a gap, which is completely open except for bulwarks or open rails and of fore and aft length less than half the least breadth of the deck at the gap, then no part of the enclosed spaces are excluded, as specified in figures 5 and 6 of the First Schedule hereto;

First Schedule.

- (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, however, in such a space, open rails or a bulwark and curtain plate may be fitted or stanchions fitted at the ship's side, save that the distance between the top of the rails or the bulwark and the curtain plate is not less than three-quarters of a metre or one-third of the height of the space, whichever is the greater, as specified in figure 7 of the First Schedule hereto;
- (c) a space in a side-to-side erection between opposite side openings not less in height than three-quarters of a metre or one-third of the height of the erection, whichever is the greater, save that where the opening in such an erection is provided on one side only, the space to be excluded from the volume of enclosed spaces is limited inboard from the opening to a maximum of one-half of the

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First Schedule.

breadth of the deck in way of the opening, as specified in figure 8 of the First Schedule hereto;

- (d) a space in an erection immediately below an uncovered opening in the deck overhead, save that such an opening is exposed to the weather and the space excluded from enclosed spaces is limited to the area of the opening, as specified in figure 9 of the First Schedule hereto;
- (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, save 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, as specified in figure 10 of the First Schedule hereto;

“existing ship” means a ship which is not a new ship;

“length” means the greater of the following distances:

- (a) the distance between the foreside of the stem and the axis of the rudder stock; or
- (b) a distance measured from the foreside of the stem, being ninety-six per cent of the distance between that point and the aft side of the stern,

the said points and measurements being taken respectively at and along a waterline at eighty-five per cent of the least moulded depth of the ship, the waterline, being taken to be parallel to the designed waterline in the case of a ship having a rake of keel;

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“load line regulations” means any Shipping (Load Line) Regulations to be made under the Act and includes in relation to any ship not registered in Trinidad and Tobago any corresponding regulations of the State in which the ship is registered;

“moulded depth” means—

- (a) the vertical distance measured from the top of the keel to the underside of the upper deck at side,

such distance being measured from the lower edge of the keel rabbet, in the case of wood and composite ships, and where the form at the lower part of the midship section is of a hollow character, or where thick garboards are fitted, the distance being 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 depth 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 depth measured to a line of reference extending from the lower part of the deck along a line parallel to the raised part;

For the purposes of the definition of “moulded depth”—

- (i) “upper deck” means the uppermost complete deck exposed to weather and sea, which has a permanent means of weathertight closing 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 and 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, and
- (ii) “weathertight” means that in any sea conditions water will not penetrate into the ship;

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“moulded draught” means—

- (a) for ships assigned load lines in accordance with the Load Line Regulations, the draught corresponding to the Summer Load Line, other than timber load lines;
- (b) for passenger ships, the draught corresponding to the deepest subdivision load line assigned in accordance with any Shipping (Passenger Ship Construction) Regulations made under the Act;
- (c) for ships to which no load line has been assigned but the draught of which is restricted by the Minister, the maximum permitted draught;
- (d) for other ships, seventy-five per cent of the moulded depth amidships as defined in this Regulation;

“new ship” means a ship the keel of which is laid, or which is at a similar stage of construction, on or after the 18th July, 1982, and for the purposes of this definition “a similar stage of construction” means the stage at which—

- (a) construction identifiable with a specific ship begins; and
- (b) assembly of that ship has commenced comprising at least fifty tonnes or one per cent of the estimated mass of all structural material whichever is the less;

“oil tanker” means a ship constructed or adapted to carry oil in bulk in its cargo spaces and includes combination carriers and for the purposes of this definition “combination carrier” means a ship designed to carry either oil or solid cargoes in bulk;

“passenger” means any person carried in a ship except—

- (a) a person employed or engaged in any capacity on board the ship on the business of the ship;
- (b) a person on board the ship either in pursuance of the obligation laid upon the master to carry

shipwrecked, distressed or other persons, or by reason of any circumstances that neither the master, the owner nor the charterer, if any, could have prevented; and

(c) a child under one year of age;

“pleasure craft” means a vessel primarily used for sport or recreation;

“surveyor” means a surveyor appointed by a Certifying Authority.

PART II

**APPLICATION, ASCERTAINMENT OF TONNAGE AND
CERTIFICATION FOR NEW SHIPS AND CERTAIN
EXISTING SHIPS OF TWENTY-FOUR METRES
IN LENGTH AND OVER**

3. (1) This Part and the First, Second and Third Schedules hereto shall apply to the following ships and fishing vessels registered or to be registered in Trinidad and Tobago under Part III of the Act, being ships of twenty-four metres in length or over—

Application of
Part II.
First Schedule.
Second
Schedule.
Third Schedule.

(a) new ships;

(b) existing ships to which regulation 13(1) would otherwise apply but which undergo alterations or modifications resulting in a substantial variation in their existing gross tonnages;

(c) existing ships, if an owner so requests;

(d) all ships with effect from 18th July, 1994.

(2) Existing ships the tonnages of which have once been determined under this Part pursuant to a request of the owner under subregulation (1)(c) above shall not subsequently have their tonnages determined in accordance with Part IV.

4. (1) The owner and the master of a ship to be measured shall make it available for measurement by a surveyor and afford all necessary facilities for its survey and measurement and shall produce such plans, drawings, specifications and

Method of
measurement.

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other documents relating to the ship that the surveyor may require for his use or retention.

(2) The gross and net tonnages shall be determined in accordance with regulations 6 and 7 save that in the case of novel types of craft with constructional features which render the application of the provisions of these Regulations unreasonable or impracticable, the gross and net tonnages shall be determined as required by the Minister.

(3) All measurements used in the calculation of volumes shall be taken and expressed in metres to the nearest centimetre.

(4) Gross and net tonnages shall be expressed as whole numbers, decimals being rounded off downwards.

Calculation of volumes.

5. (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 the 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 shall be excluded from the total volume.

(4) The method and accuracy of the calculations shall be to the satisfaction of the Minister and shall be sufficiently detailed to facilitate checking.

Gross tonnage.

6. The gross tonnage (GT) of a ship shall be determined by the formula $GT=K_1 V$ where—

V = total volume of all enclosed spaces of the ship in cubic metres;

$K_1= 0.2 + 0.02 \log_{10} V$, or as specified in the Second Schedule.

7. The net tonnage (NT) of a ship shall be determined by the formula Net tonnage.

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

where—

V_c = total volume of cargo spaces in cubic metres;

$K_2 = 0.2 + 0.02 \log V_c$ (or as specified in the
Second Schedule);

$$K_3 = 1.25 \frac{GT + 10,000}{10,000}$$

where GT = gross tonnage calculated in accordance with
regulation 6.

D = moulded depth amidships in metres.

d = moulded draught amidships in metres.

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

N_2 = number of other passengers.

However:

(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 ;

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(c) N_1 and N_2 shall be taken as zero when N_1+N_2 is less than 13;

(d) NT shall not be taken as less than 0.30 GT.

Miscellaneous tonnages.

8. (1) Where segregated ballast tanks complying with regulation 13 of Annex 1 of the International Convention for the Prevention of Pollution from Ships, 1973 as modified by the Protocol of 1978 relating to that Convention are provided in oil tankers, an entry may be made on the International Tonnage Certificate (1969) indicating the total tonnage of these tanks. The tonnage of such segregated ballast tanks shall be calculated according to the formula $K_1 \times V_b$ where—

$K_1 = 0.2+0.02 \log_{10} V$ or as specified in the Second Schedule; and

V_b = the total volume of all enclosed spaces of the ship in cubic metres measured in accordance with regulation 5.

(2) Where cargo is carried in any uncovered space on deck, the tonnage of the space so occupied shall be determined by the formula—

Deck Cargo Tonnage = 0.353 (mean length \times mean breadth \times mean height) and dues payable with respect to cargo carried on deck or in spaces not forming part of the ship's gross or net tonnages shall be based on the tonnage so determined.

Issue of certificates.

9. The Certifying Authority shall, upon receipt of the appropriate fee, issue to the owner of every ship registered in Trinidad and Tobago under the Act, the tonnages of which have been ascertained in accordance with regulations 6 and 7, an International Tonnage Certificate (1969) in the form set out in

the Third Schedule, certifying the tonnages of the ship and containing the following particulars:

- (a) the name, port of registry and official number of the ship;
- (b) its length, breadth and moulded depth;
- (c) its gross and net tonnages;
- (d) the date on which the keel was laid or the ship was at a similar stage of construction or date on which the ship underwent alterations or modifications of a major character.

10. (1) Where alterations are made in the arrangement, construction, capacity, use of spaces, total number of passengers the ship is permitted to carry under the terms of the ship's passenger certificate, assigned load line, or permitted draught of the ship such as would cause an increase in the gross or net tonnage, the existing International Tonnage Certificate (1969) shall cease to be valid and shall be delivered up to and cancelled by the Certifying Authority.

Cancellation of certificates.

(2) When a ship is transferred from the Trinidad and Tobago Register the International Tonnage Certificate (1969) shall cease to be valid except when the transfer is to the Administration of a State which is a Contracting Government in which case the certificate may remain in force for a period not exceeding three months or until the new Administration issues another International Tonnage Certificate (1969) whichever is the earlier.

(3) The Certifying Authority shall transmit to the Administration of a contracting Government referred to in subsection (2) as soon as possible after the transfer has taken place a copy of the certificate carried by the ship at the time of transfer and a copy of the relevant tonnage calculations.

11. (1) When alterations in the values of V , V_c , d , N_1 or N_2 as defined in regulations 6 and 7 result in an increase in the net tonnage a new International Tonnage Certificate (1969) incorporating the increase net tonnage shall be issued.

Change of net tonnage necessitating issue of certificate.

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(2) In the case of a passenger ship assigned subdivision load lines in accordance with any Shipping (Passenger Ship Construction) Regulations and load lines in accordance with any Shipping (Load Lines) Regulations, only one net tonnage shall be applied and where the draught corresponding to the Summer load line differs from that corresponding to the deepest subdivision load line the net tonnage shall be the greater of the two values determined in accordance with regulation 7 by applying the differing draughts.

(3) Subject to subregulation (4) where alterations in the values of V , V_c , d , N_1 or N_2 as defined in regulations 6 and 7, or changes in the position of the load lines result in a decrease in the net tonnage, a new International Tonnage Certificate (1969) incorporating the decreased net tonnage shall not be issued until twelve months have elapsed from the date on which the current certificate was issued.

(4) A new International Tonnage Certificate (1969) may be issued when—

- (i) a ship which was registered outside Trinidad and Tobago is registered in Trinidad and Tobago; or
- (ii) a ship undergoes alterations or modifications of a major character, such as the removal of a superstructure, which requires an alteration of the assigned load line.

PART III

APPLICATION, ASCERTAINMENT OF TONNAGE AND CERTIFICATION FOR ALL SHIPS OF LESS THAN TWENTY-FOUR METRES IN LENGTH INCLUDING PLEASURE CRAFT

Application of Part III.

12. (1) This Part shall apply to all ships of less than twenty-four metres in length, including pleasure craft and fishing vessels to be registered under Part III of the Act.

(2) Ships, fishing vessels and pleasure craft to which this Part applies shall have their tonnages ascertained in accordance with the Fourth Schedule and Appendices A to E thereto.

Fourth
Schedule.

PART IV

**APPLICATION, ASCERTAINMENT OF TONNAGE AND
CERTIFICATION OF EXISTING SHIPS OF
TWENTY-FOUR METRES IN LENGTH AND OVER
UNTIL 17TH JULY, 1994**

13. (1) This Part shall apply to existing ships of twenty-four metres in length and over registered or to be registered in Trinidad and Tobago.

Application of
Part IV.

(2) This Part shall not apply to existing ships referred to in regulation 3(1)(b) and (c).

(3) Ships to which this Part applies shall, until 17th July, 1994, continue to have their tonnages ascertained in accordance with the Fourth Schedule and Appendices A to D thereto.

Fourth
Schedule.

PART V

**FOREIGN SHIPS WHILST WITHIN TRINIDAD AND
TOBAGO OR THE TERRITORIAL WATERS THEREOF**

14. (1) An International Tonnage Certificate (1969) issued under the authority of another Contracting Government to a foreign ship in accordance with the Convention shall be accepted and regarded for all purposes covered by the Convention as having the same validity as one issued under Part II of these Regulations and whilst such a ship is within Trinidad and Tobago or the waters thereof it may be subject to inspection by a person duly authorised by the Minister in that behalf for the purpose of verifying—

Acceptance of
foreign Tonnage
Certificates.

- (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.

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(2) Any such inspection shall not cause any delay to the ship.

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

Ascertainment
of Tonnage and
Certification.

15. (1) The Certifying Authority may, at the request of the Administration of a Contracting Government ascertain the gross and net tonnages of a new foreign ship in accordance with Part II of these Regulations and issue to the owner an International Tonnage Certificate (1969) and in such cases the certificate shall be endorsed 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 a copy of the certificate and the calculations of the tonnages shall be transmitted to the requesting Government as soon as possible.

(2) The Certifying Authority may, at the request of an owner of a new foreign ship flying the flag of an Administration of a non-Contracting Government ascertain the gross and net tonnages of the ship in accordance with Part II of these Regulations and issue a Certificate of Trinidad and Tobago Tonnage Measurement and in such cases the certificate shall bear the endorsement "for use only whilst within Trinidad and Tobago or the waters thereof".

(3) The Certifying Authority may, at the request of the Administration of a Contracting Government, ascertain the gross and net tonnages of an existing foreign ship in accordance with Part II of these Regulations and issue to the owner an International Tonnage Certificate (1969) and in such cases the certificate shall be endorsed 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 a copy of the certificate and the calculations of the tonnages shall be transmitted to the requesting Government as soon as possible.

(4) The Certifying Authority may, at the request of the owner of any existing foreign ship, ascertain the gross and net tonnages of the ship in accordance with Part IV of these Regulations until 17th July, 1994 and in such cases a Trinidad and Tobago Tonnage Certificate shall be issued.

PART VI

**INTERIM SCHEME FOR TONNAGE MEASUREMENT
FOR CERTAIN SHIPS**

16. (1) The Minister may, at the request of an owner, permit the following Trinidad and Tobago ships which are required to be measured and surveyed in accordance with Part II, to have their gross tonnages ascertained by the Certifying Authority in accordance with the provisions as set out in the Fourth Schedule and Appendices A to C thereto and to use this tonnage for the purpose of the application of the provisions of Regulations implementing the Conventions as specified in subregulation (2)—

Application of
Part VI.

Fourth
Schedule.

- (a) a ship the keel of which is laid or is at a similar stage of construction not later than 31st December, 1985;
- (b) a ship which is a cargo ship of less than 1600 tons gross tonnage as ascertained in accordance with regulation 13(3), the keel of which is laid or is at a similar stage of construction not later than 17th July, 1994; or
- (c) a ship which is a ship of less than 400 tons gross tonnage as ascertained in accordance with regulation 13(3), the keel of which is laid or at a similar stage of construction not later than 17th July, 1994.

(2) Ships specified in subregulation (1)(a) and (b) may use the tonnages so ascertained for the application of the provisions of the Regulations implementing the International Convention for the Safety of Life at Sea 1974 and the Protocol relating thereto and

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of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers 1978.

(3) Ships specified in subregulation (1)(c) may use the tonnages so ascertained for the application of the provisions of the Regulations implementing the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto, except that for ships, the keels of which are laid after 31st December, 1985, the tonnages so ascertained shall be used only in respect of such Regulations for ships of less than four hundred tons gross tonnage.

(4) The measurement of a ship in accordance with subregulation (1) shall be in respect of gross tonnage only and an appropriate Trinidad and Tobago Tonnage Certificate shall be issued which shall be endorsed as follows:

“For use only for the application of the Interim Scheme for Tonnage Measurement for Certain Ships (IMO Resolutions A494 (XII), A540(13) and A541(13)”.

(5) Where the gross tonnage is ascertained in accordance with subregulation (1) and a Safety of Life at Sea Convention Certificate or an International Oil Pollution Certificate of Marpol 73/78 or such other Official Certificate is subsequently issued, then only that tonnage shall be recorded in that certificate and it shall be endorsed as follows:

“The above gross tonnage has been measured by the Certifying Authority of Trinidad and Tobago in accordance with the Fourth Schedule of the Shipping (Tonnage) Regulations, 1988 of Trinidad and Tobago.”

Fourth
Schedule.

PART VII

PENALTIES

Penalties.

17. (1) Any owner or master who fails without reasonable cause to deliver up a certificate for cancellation as required by regulation 10 or paragraph 4(3) of the Fourth Schedule shall be guilty of an offence and liable to a fine of five thousand dollars.

Fourth
Schedule.

(2) Where goods or stores are carried in a permanently closed-in space on board in contravention of paragraph 20 of the Fourth Schedule the master and the owner of the ship shall each be liable to a fine of five thousand dollars.

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Schedule.

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FIRST SCHEDULE

Enclosed and excluded spaces as defined in regulation 2

In the following figures: O = excluded space.

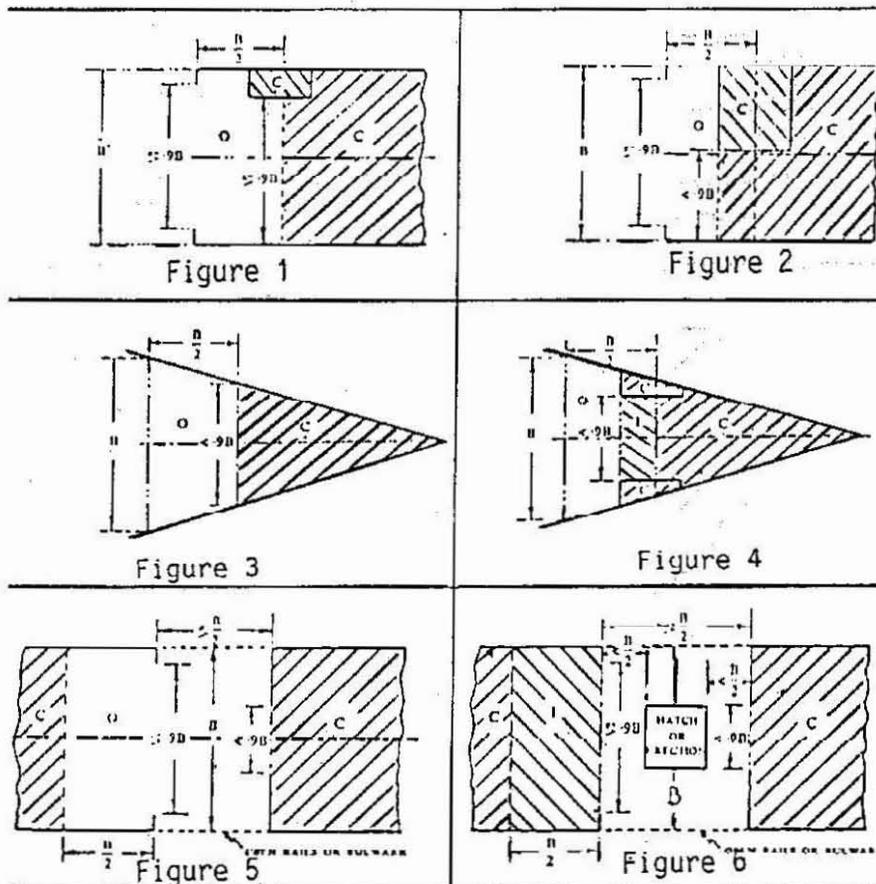
C = enclosed space.

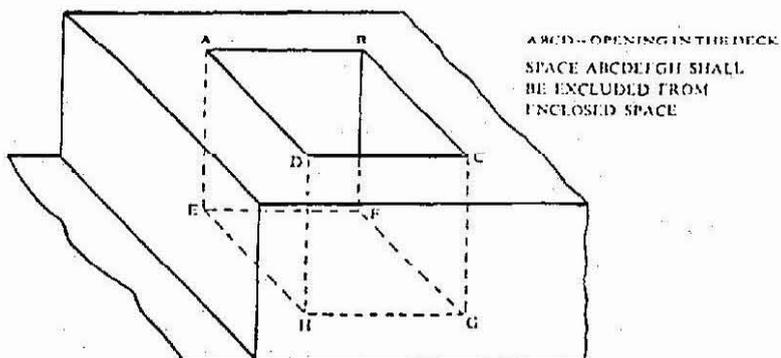
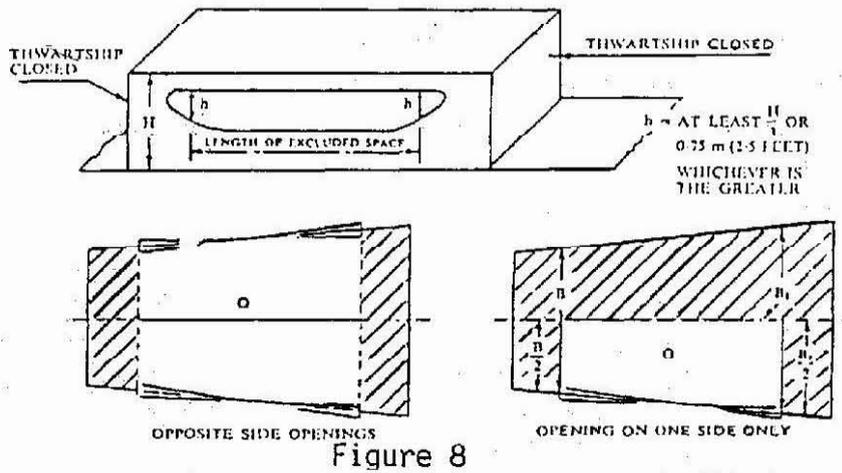
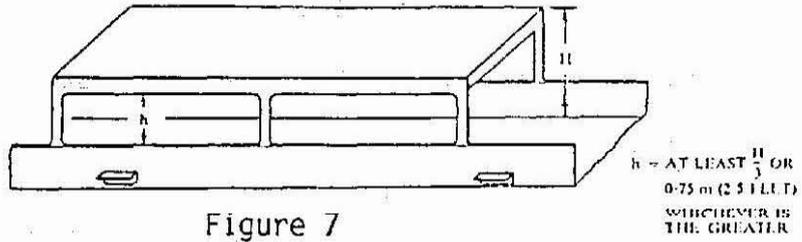
I = space to be considered as an enclosed space.

Hatched in parts to be included as enclosed spaces.

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

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





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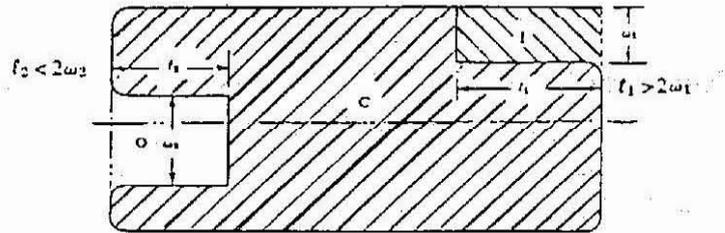


Figure 10

SHIPS WITH ROUNDED GUNWALES

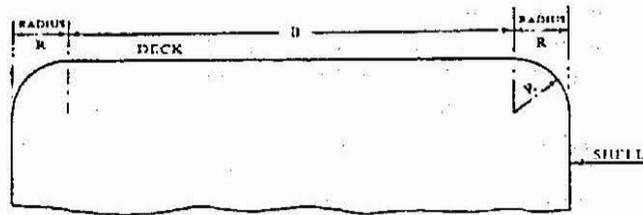


Figure 11

SECOND SCHEDULE

Coefficients K_1 and K_2 referred to in regulations 6, 7 and 8

V or V_c = Volume in cubic metres

| 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.

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Shipping

[Subsidiary]

Shipping (Tonnage) Regulations

THIRD SCHEDULE

FORM 1

International Tonnage Certificate (1969)

Issued under the provisions of the

**INTERNATIONAL CONVENTION ON TONNAGE
MEASUREMENT OF SHIPS (1969)**

under the authority of the Government of the Republic of Trinidad and Tobago for which the Convention came into force on 18th July, 1982.

by

(full official designation of the competent person or organisation recognised under the provisions of the International Convention of 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 of Tonnage Measurement of Ships, 1969.

Issued at 20.....
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

L.R.O.

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Shipping

[Subsidiary]

Shipping (Tonnage) Regulations

(Reverse side of the International Tonnage Certificate)

| SPACES INCLUDED IN TONNAGE | | | | | |
|---|----------|--------|---|----------|--------|
| GROSS TONNAGE | | | NET TONNAGE | | |
| Name of Space | Location | Length | Name of Space | Location | Length |
| Underdeck | — | — | | | |
| EXCLUDED SPACES [Regulation 2(5)] An asterisk (*) should be added to those spaces listed above which comprise both enclosed and excluded spaces. | | | NUMBER OF PASSENGERS [Regulation 4(1)] Number of passengers in cabins with not more than 8 berths Number of other passengers..... | | |
| | | | MOULDED DRAUGHT [Regulation 4(2)] | | |
| Date and place of original measurement | | | | | |
| Date and place of last previous remeasurement | | | | | |
| REMARKS: | | | | | |

FORM 2

REPUBLIC OF TRINIDAD AND TOBAGO

**TONNAGE CERTIFICATE FOR SHIPS NOT ASSIGNED
A TONNAGE MARK**

| Name of Ship | Port of Registry | | Official Number |
|-----------------|------------------|---------|-----------------|
| | | | |
| Main Dimensions | Length | Breadth | Depth |
| | | | |

I, the undersigned Surveyor appointed by the Minister hereby certify that I have measured the above ship in accordance with Rule of the Shipping (Tonnage) Regulations, 1988 and by this Rule the

Gross tonnage is tons (..... cubic metres)
and the Net Register tonnage is tons
(..... cubic metres).

A summary of the tonnages is given overleaf, together with an account of the spaces which have not been included in the above tonnages.

Examined by

Dated at

this day of 20.....

.....

.....

Surveyor

NOTE: FOR TUGS. If and when employed for the carriage of passengers, cargo or stores, or using graving docks or dry docks or places provided for the repairing of vessels, the net or register tonnage applicable under these circumstances is to be endorsed on this certificate.

This certificate ceases to be valid if any alteration is made in the form or capacity of the ship or if it is discovered that the tonnage of the ship has been erroneously computed.

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Shipping

[Subsidiary]

Shipping (Tonnage) Regulations

SUMMARY OF THE PARTICULARS OF TONNAGE

| Gross Tonnage | No. of Tons | Deductions Allowed | No. of Tons |
|--|--------------|---|-------------|
| Under tonnage deck | | On account of space required for propelling power ... | |
| Space or spaces between decks | | Master | |
| Turret or trunk | | Crew Accommodation ... | |
| Forecastle | | Navigational Spaces | |
| Bridge space | | Safety Equipment | |
| Poop | | Workshops and Storerooms ... | |
| Break | | Donkey Engine and Boiler ... | |
| Side houses | | Pump Rooms | |
| Deck houses | | Sail Room | |
| Spaces for machinery and light and air, under paragraph 5(1)(e) of the Fourth Schedule to the Shipping (Tonnage) Regulations. | | Water Ballast | |
| Excess of hatchways... .. | | | |
| GROSS TONNAGE | Cubic metres | | |
| Deductions, as per contra | | | |
| Net/Register Tonnage | | Total ... | |
| <p>The tonnage of the engine room spaces below the upper deck is tons.</p> <p>The tonnage of the total spaces framed in above the upper deck for propelling machinery and for light and air is tons.</p> | | | |

The undermentioned cargo spaces above the upper deck are not included in the above tonnages.

FORM 3

REPUBLIC OF TRINIDAD AND TOBAGO

TRINIDAD AND TOBAGO TONNAGE CERTIFICATE

For ships to which a Tonnage mark has been assigned and which has alternative Tonnages

| Name of Ship | Port of Registry | | Official Number |
|-----------------|------------------|---------|-----------------|
| | | | |
| Main Dimensions | Length | Breadth | Depth |
| | | | |

I, the undersigned Surveyor appointed by the Minister, hereby certify that I have measured the above ship in accordance with Rule I of the Shipping (Tonnage) Regulations and by this Rule—

When the Tonnage Mark (or the appropriate line for freshwater and/or tropical waters) is submerged the—

GROSS TONNAGE is tons (..... cubic metres and the

NET/REGISTER TONNAGE is tons (..... cubic metres

When the Tonnage Mark (or the appropriate line for freshwater and/or tropical waters) is NOT submerged the—

GROSS TONNAGE is tons (..... cubic metres and the

NET/REGISTER TONNAGE is tons (..... cubic metres

A summary of the respective Tonnages is given overleaf, together with an account of the spaces which have not been included in the above Tonnages.

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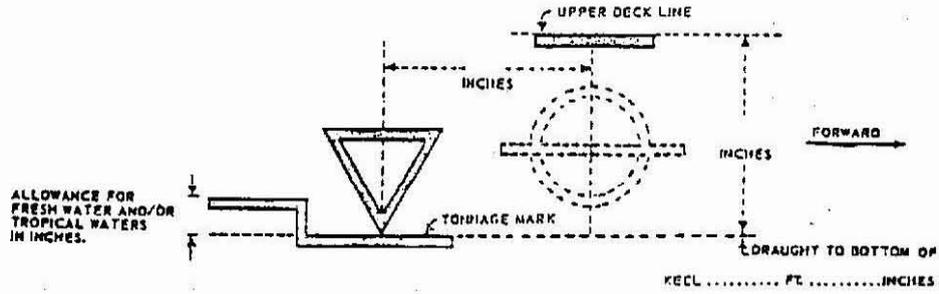
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Shipping

[Subsidiary]

Shipping (Tonnage) Regulations

The TONNAGE MARK is marked on each side of the ship as follows:



Dated at this day of

....., 20.....

.....
Examined by

.....
Surveyor

NOTE: This certificate ceases to be valid if any alteration is made in the form or capacity of the ship or if it is discovered that the tonnage of the ship has been erroneously computed.

**SUMMARY OF THE PARTICULARS OF TONNAGE WHEN THE
 TONNAGE MARK IS SUBMERGED**

| Gross Tonnage | | No. of Tons | Deductions Allowed | No. of Tons |
|--|------------------------------|-------------|--|-------------|
| Under tonnage deck | | | On account of space required for propelling power ... | |
| Space or spaces between decks | | | Master | |
| Turret or trunk | | | Crew Accommodation ... | |
| Forecastle | | | Navigational Spaces | |
| Bridge space | | | Safety Equipment | |
| Poop | | | Workshops and Storerooms ... | |
| Break | | | Donkey Engine and Boiler ... | |
| Side houses | | | Pump Rooms | |
| Deck houses | | | Sail Room | |
| Spaces for machinery and light and air under paragraph 5(1)(e) of the Fourth Schedule to the Shipping (Tonnage) Regulations. | | | Water Ballast | |
| Excess of hatchways... .. | | | | |
| GROSS TONNAGE | Cubic metres | | | |
| | | | | |
| | Deductions, as per contra | | | |
| Net/Register Tonnage | | | Total ... | |
| The tonnage of the engine room spaces below the upper deck istons. | | | | |
| The tonnage of the total spaces framed in above the upper deck for propelling machinery and for light and air is tons | | | | |

The undermentioned cargo spaces above the upper deck are not included in the above tonnages.

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Shipping

[Subsidiary]

Shipping (Tonnage) Regulations

**SUMMARY OF THE PARTICULARS OF TONNAGE WHEN THE
TONNAGE MARK IS NOT SUBMERGED**

| Gross Tonnage | No. of Tons | Deductions Allowed | No. of Tons |
|---|--------------|--|-------------|
| Under tonnage deck | | On account of space required for propelling power ... | |
| Space or spaces between decks | | Master | |
| Turret or trunk | | Crew Accommodation ... | |
| Forecastle | | Navigational Spaces | |
| Bridge space | | Safety Equipment | |
| Poop | | Workshops and Storerooms ... | |
| Break | | Donkey Engine and Boiler ... | |
| Side houses | | Pump Rooms | |
| Deck houses | | Sail Room | |
| Spaces for machinery and light and air, under paragraph 5(1)(e) of the Fourth Schedule to the Shipping (Tonnage) Regulations. | | Water Ballast | |
| Excess of hatchways... .. | | | |
| | Cubic metres | | |
| GROSS TONNAGE | | | |
| Deductions, as per contra | | | |
| Net/Register Tonnage | | Total ... | |
| <p>The tonnage of the engine room spaces below the upper deck istons.</p> <p>The tonnage of the total spaces framed in above the upper deck for propelling machinery and for light and air is tons.</p> | | | |

The undermentioned cargo spaces above the upper deck are not included in the above tonnages.

FORM 4

REPUBLIC OF TRINIDAD AND TOBAGO

TRINIDAD AND TOBAGO TONNAGE CERTIFICATE

For ships on which a Tonnage mark has been placed corresponding to load line marks which have been assigned on the assumption that the second deck is the freeboard deck and which does not therefore have alternative Tonnages.

| Name of Ship | Port of Registry | | Official Number |
|-----------------|------------------|---------|-----------------|
| | | | |
| Main Dimensions | Length | Breadth | Depth |
| | | | |

I, the undersigned Surveyor appointed by the Minister, hereby certify that I have measured the above ship in accordance with Rule I of the Shipping (Tonnage) Regulations, 1988 and by this Rule the —

GROSS TONNAGE is tons (..... cubic metres) and the

NET/REGISTER TONNAGE is tons (..... cubic metres).

A summary of the Tonnages is given overleaf, together with an account of the spaces which have not been included in the above Tonnages.

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LAWS OF TRINIDAD AND TOBAGO

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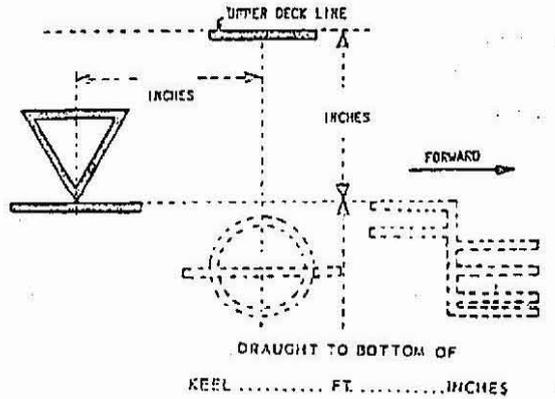
Shipping

[Subsidiary]

Shipping (Tonnage) Regulations

The TONNAGE MARK is marked on each side of the ship as follows:

The tonnage mark is in line with the deepest loading permitted by the load line grid, and is only an identification mark to indicate that certain spaces between the second and upper decks as indicated overleaf have not been included in the above tonnages.



Dated at this day of, 20.....

Examined by

Surveyor

NOTE: This certificate ceases to be valid if any alteration is made in the form or capacity of the ship or if it is discovered that the tonnage of the ship has been erroneously computed.

SUMMARY OF THE PARTICULARS OF TONNAGE

| Gross Tonnage | No. of Tons | Deductions Allowed | No. of Tons |
|---|--------------|---|-------------|
| Under tonnage deck | | On account of space required for propelling power ... | |
| Space or spaces between decks | | Master | |
| Turret or trunk | | Crew Accommodation ... | |
| Forecastle | | Navigational Spaces | |
| Bridge space | | Safety Equipment | |
| Poop | | Workshops and Storerooms ... | |
| Break | | Donkey Engine and Boiler ... | |
| Side houses | | Pump Rooms | |
| Deck houses | | Sail Room | |
| Spaces for machinery and light and air, under paragraph 5(1)(e) of the Fourth Schedule to the Shipping (Tonnage) Regulations. | | Water Ballast | |
| Excess of hatchways... .. | | | |
| | | | |
| GROSS TONNAGE | Cubic metres | | |
| Deductions, as per contra | | | |
| Net/Register Tonnage | | Total ... | |
| <p>The tonnage of the engine room spaces below the upper deck istons.</p> <p>The tonnage of the total spaces framed in above the upper deck for propelling machinery and for light and air is tons.</p> | | | |

The undermentioned cargo spaces above the upper deck are not included in the above tonnages.

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FOURTH SCHEDULE

PROVISION APPLICABLE TO THE TONNAGE OF
CERTAIN SHIPS REFERRED TO IN PARTS III, IV, V
AND VI OF THE REGULATIONS

PART A

DEFINITIONS

Definitions.

1. In addition to the definitions prescribed in regulation 2, in this Schedule and in Appendices A to E hereto, unless the context otherwise requires—

“crew accommodation” has the same meaning as in section 147(6) of the Shipping Act;

“dry cargo space” means space appropriated for the carriage of cargo other than liquid or gaseous matter in bulk;

“overall length” in relation to a pleasure craft to which Part F of this Schedule applies means the distance between the foreside of the foremost fixed permanent structure and the aftside of the aftermost fixed permanent structure of the craft;

“propelling machinery space” means the space below the upper deck appropriated for the main or auxiliary propelling machinery of a ship, and includes—

- (a) ventilation, light or escape trunks serving any such space;
- (b) space appropriated for boilers serving such machinery;
- (c) shaft tunnels;
- (d) engineers’ storerooms and workshops not exceeding in total tonnage three-quarters of one per cent of the gross tonnage of the ship;
- (e) oil fuel settling tanks serving the main or auxiliary propelling machinery, having a total capacity sufficient to provide not less than twenty-four or more than ninety-six hours steaming for the ship at maximum speed,

and shall also include framed-in spaces on or above the upper deck described in paragraph 5(1)(e) and included in the gross tonnage of the ship in accordance with that provision;

“second deck” means the deck next below the upper deck, being a deck—

- (a) which is fitted as an integral part of the ship’s structure;
- (b) which is continuous at least between peak bulkheads both fore and aft and transversely; and

- (c) in which all hatchways are fitted with substantial and durable covers, a deck being taken to be continuous for this purpose notwithstanding the presence in it of —
- (i) openings serving propelling machinery space or leading to ladder-ways or stairways;
 - (ii) hatch or ventilation trunks, provided that they do not extend fore and aft from one main transverse bulkhead to another;
 - (iii) chain lockers or cofferdams; or
 - (iv) a break or breaks the aggregate height of which above the line of continuation of the deck does not exceed four feet;

“tonnage deck” means the second deck except in the case of single deck ships, in which case it means the upper deck;

“upper deck” for the purposes of this Schedule means the uppermost complete deck exposed to sea and weather fitted as an integral part of the ship’s structure, being a deck all openings in the weather portions of which are fitted with permanent means of closing and below which all openings in the sides of the ship are fitted with permanent means of watertight closing, but shall in the case of an open ship be taken to the upper edge of the upper strake of the gunwale.

PART B

TONNAGES GENERAL

2. The tonnage of any ship to which Parts III and IV of these Regulations and this Schedule applies and which is to be registered in Trinidad and Tobago under Part III of the Act shall be ascertained in accordance with this Schedule save that in the case of novel types of craft with constructional features which render the application of the provisions of this Schedule unreasonable or impracticable the tonnage shall be determined as required by the Minister.

Ascertainment of tonnage.

3. (1) The owner and the master of a ship to be measured shall upon payment of the appropriate fee make it available for measurement by a surveyor and afford all necessary facilities for its inspection and measurement and shall produce for the surveyor’s use and retention if required such plans, drawings, specification and other documents relating to the ship as he may require.

Method of measurement.

(2) Subject to subparagraph (3), the tonnage of a ship shall be measured in the manner specified in Rule I of Appendix A and in Appendix B to this Schedule.

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Shipping

[Subsidiary]

Shipping (Tonnage) Regulations

(3) In any case in which the surveyor is satisfied that by reason of a ship being laden or otherwise, measurement of the tonnage of the ship below the upper deck in accordance with subparagraph (2) is not reasonably practicable such tonnage shall be measured in the manner specified in Rule II of Appendix A and in the case of a ship so measured the provisions of paragraphs 13 and 14 shall not apply.

(4) The Certifying Authority may on the application of the owner of any ship the tonnage of which below the upper deck has been measured in accordance with subparagraph (3) direct such tonnage to be measured in accordance with subparagraph (2) and furnish the particulars of such measurement to the Registrar of Ships and the Registrar shall alter the particulars relating to the registered tonnage of the ship accordingly.

(5) All measurements required by this Schedule shall be taken and expressed in feet and decimals of a foot.

(6) Tonnage in relation to any ship or space in a ship shall be measured in terms of cubic capacity with one hundred cubic feet representing one ton and expressed in tons and hundredths of a ton.

Certificates of
Trinidad and
Tobago tonnage.

4. (1) The Certifying Authority shall issue to the owner of every ship registered in Trinidad and Tobago under the Act, the tonnage of which has been ascertained in accordance with this Schedule, a certificate of Trinidad and Tobago tonnage certifying the registered tonnage of the ship and containing the following particulars:

- (a) the name, port of registry and official number of the ship;
- (b) its main dimensions;
- (c) its gross tonnage and the tonnage of each of the components thereof specified in paragraph 5(1);
- (d) its register tonnage and the deductions and allowances made pursuant to paragraphs 11 and 12 respectively in ascertaining that tonnage;
- (e) in the case of a ship to which gross and register tonnages have been assigned in accordance with paragraph 13 or to which alternative tonnages have been assigned in accordance with paragraph 14 particulars of the spaces the tonnage of which has been excluded by virtue of the provisions of paragraph 13 or 14, as the case may be, in ascertaining such tonnages;

(f) the position in which any tonnage mark assigned to the ship is to be placed.

(2) The gross and register tonnages as stated in that certificate shall, unless any alteration is made in the form or capacity of the ship or it is discovered that the tonnage of the ship has been erroneously computed, be taken for that purpose to be the gross and register tonnages of the ship.

(3) On remeasurement of a ship any certificate of Trinidad and Tobago tonnage in force in relation to that ship shall be delivered up to the Certifying Authority and the Certifying Authority shall issue a new certificate in place thereof.

PART C

GROSS TONNAGE

5. (1) Subject to the provisions of Part E of this Schedule, the gross tonnage of a ship shall be the sum of—

Components of
gross tonnage.

- (a) the underdeck tonnage of the ship ascertained in accordance with the provisions of paragraph I of Rule I of Appendix A to this Schedule;
- (b) the tonnage of between deck space between the second deck and the upper deck ascertained in accordance with the provisions of paragraph 2 of Rule I of Appendix A to this Schedule;
- (c) the tonnage of permanently closed-in spaces on or above the upper deck including that of breaks situated above the line of the deck but excluding—
 - (i) the tonnage of hatchways described in paragraph 7;
 - (ii) the tonnage of framed-in spaces on or above the upper deck which contain any part of the propelling machinery or which light or ventilate space appropriated for such machinery;
 - (iii) any space excluded by virtue of the provisions of paragraph 8, ascertained in accordance with the provisions of paragraphs 3, 4 and 5 of Rule I of Appendix A to this Schedule;
- (d) the tonnage of hatchways described in paragraph 7, ascertained in accordance with the provisions of that paragraph and paragraph 5 of Rule I of Appendix A to this Schedule;
- (e) the tonnage of framed-in spaces on or above the upper deck which contain any part of the propelling machinery or which light or ventilate space appropriated for such machinery,

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ascertained in accordance with the provisions of paragraph 5 of Rule I of Appendix A to this Schedule subject to the conditions that—

- (i) the owner of a ship has made written application to the certifying authority for the inclusion of such spaces in the propelling machinery space of the ship;
- (ii) they are permanently marked by notice stating their purpose; and
- (iii) they are certified by a surveyor as safe and seaworthy and properly constructed for their purpose, as reasonable in extent for that purpose, and as being such that they cannot be used for any other purpose.

(2) In the case of a ship the tonnage of which below the upper deck has been measured in accordance with Rule II of Appendix A, that tonnage shall be included instead of the tonnages specified in subparagraph (1)(a) and (b) of paragraph 5 of this Schedule.

(3) For the purpose of this Schedule and Appendices A to E hereto the expression permanently closed-in spaces on or above the upper deck includes—

- (a) a poop, bridge or forecabin notwithstanding the presence of an opening in the end transverse bulkhead thereof, unless the opening extends from deck to deck or one-half or more of the breadth of the deck in way of the bulkhead;
- (b) a deck house notwithstanding the presence of an opening in one of the boundary bulkheads thereof exposed to the weather, unless the opening extends from deck to deck for one-half or more of the length of the bulkhead in which it is situated and is four feet wide or more;
- (c) a structure extending from side to side of the ship notwithstanding the presence in it of an opening in the ship's side, unless the opening extends for one-half or more of the length of the space which it serves and exceeds in height one-third of the distance from deck to deck in way of the opening or two feet and six inches whichever is the greater;
- (d) a passage way at the ship's side, unless it is four feet wide or more and is completely open to the weather at one end, or both ends, of its length;
- (e) a recess, unless it extends from deck to deck for three feet or more of its width and is exposed to the weather; and
- (f) any space having an opening in the deck over it being a deck exposed to the weather, unless the area of the opening is one-quarter or more of the deck area over the space.

6. The underdeck tonnage of a ship shall be the sum of—
- Underdeck tonnage.
- (a) the tonnage of the space below the tonnage deck bounded by—
- (i) the tonnage deck;
 - (ii) the upper surface of the double bottom tanks open floors or ceiling as the case may be; and
 - (iii) the inner face of the timbers, frames or sparring as the case may be, measured in accordance with the provisions of paragraph I of Rule I of Appendix A to this Schedule, but subject to such limitations specified in Appendix B hereto as may be applicable in the circumstances of the case, and excluding the tonnage of breaks above the line of the tonnage deck; and
- (b) the tonnage of shaft bossings and any other appendages forming part of the hull of the ship below the tonnage deck whether or not they project beyond the extreme points of measurement of that deck.

7. The tonnage of all hatchways leading to space included in the gross tonnage of the ship other than internal hatchways totally enclosed within such space shall be measured in accordance with paragraph 5 of Rule I of Appendix A to this Schedule and from the aggregate thereof there shall be deducted one-half of one per cent of the ship's gross tonnage excluding such aggregate. The remainder, if any, shall be the tonnage of hatchways, customarily referred to as "excess of hatchways", to be included in the gross tonnage of the ship.

Tonnage of hatchways.

8. Permanently closed-in spaces of the following kinds situated on or above the upper deck shall not be included in the gross tonnage of the ship:
- Closed-in spaces on or above the upper deck not to be included in gross tonnage.
- (a) dry cargo space, unless situated in a break above the line of the upper deck;
 - (b) space fitted with and appropriated for the use of machinery or condensers;
 - (c) the wheelhouse and chartroom, and space fitted with and appropriated for the use of radio and navigational aids;
 - (d) skylights, domes and trunks which light or ventilate the space they serve;
 - (e) chain lockers, and space appropriated for working the anchor gear and capstan;
 - (f) space appropriated for the storage of safety equipment or batteries;

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- (g) companions and access hatches serving as protection for stairways or ladderways leading to space below, and openings over such stairways and ladderways;
- (h) the galley, and any separate bakery fitted with ovens, provided in either case that no part thereof is appropriated for use for any other purpose;
- (i) washing and sanitary accommodation forming part of the crew accommodation or appropriated for the use of the master;
- (j) workshops and storerooms appropriated for the use of pumpmen, engineers, electricians, carpenters and boatswains, and the lamp-room;
- (k) water ballast tanks not appropriated for use for any other purpose;
- (l) shelter space providing weather protection only for use, free of charge, by deck passengers in ships intended for use only on voyages not exceeding ten hours duration;
- (m) sheltered promenade space, glassed in and unfurnished except for deckchairs or similar light portable seating, in ships intended for use on international voyages.

However, this paragraph shall not apply in any case save that specified in subparagraph (a) unless the space is certified by a surveyor as being reasonable in extent, and properly constructed, for its purpose and is permanently marked by a notice stating that purpose.

Application.

9. (1) Subparagraph (2) applies—

- (a) to ships previously registered elsewhere which are to be registered in Trinidad and Tobago; and
- (b) to ships registered in a foreign State in respect of which application is made for a Certificate of Trinidad and Tobago tonnage pursuant to regulation 15(4).

(2) Without prejudice to the provisions of paragraph 8, space situated on or above the upper deck of a ship to which this paragraph applies, being space which, in the case of a ship described in subparagraph (1)(a) or (b), was, by virtue of there being or having been openings in it not included in the gross tonnages of the ship specified in the national certificate of registry in force in respect of the ship immediately prior to her registry in Trinidad and Tobago, or the said application, as the case may be, shall not be included in the gross tonnage of the ship irrespective of whether such openings have been closed or not unless there has been no change, since the date on which the tonnage of the ship was last measured, in the purpose for which the space is used.

PART D

REGISTER TONNAGE

10. Subject to the provisions of Part E of this Schedule, the register tonnage of a ship shall be the tonnage obtained by deducting from its gross tonnage—

Ascertainment
of register
tonnage.

- (a) the tonnage of spaces specified in paragraph 11; and
- (b) the tonnage allowance for propelling machinery space described in paragraph 12 save that—
 - (i) the deduction shall in each case be subject to any condition, limit or restriction expressed to be applicable in that case; and
 - (ii) no deduction shall be made of or in respect of the tonnage of any space which has not first been included in the ship's gross tonnage.

11. The spaces referred to in paragraph 10(a) are—

Space to be
deducted.

- (a) space appropriated for the accommodation of the master;
- (b) crew accommodation, except space appropriated for the storage of fresh water and space appropriated for the storage of provisions, other than fresh water, being in the latter case space in excess of fifteen per cent, of the aggregate of—
 - (i) space appropriated for the accommodation of the master; and
 - (ii) crew accommodation other than space appropriated for the storage of provisions and fresh water;
- (c) the wheelhouse and chartroom, and space fitted with and appropriated for the use of radio and navigational aids;
- (d) chain lockers and space appropriated for, or for the working of, the steering gear, anchor gear and capstan;
- (e) space appropriated for the storage of safety equipment or batteries;
- (f) workshops and storerooms appropriated for the use of pumpmen, electricians, carpenters and boatswains, and the lamp-room;
- (g) space occupied by the donkey engine and boiler if they are outside the propelling machinery space and connected to the main pumps of the ship;
- (h) space occupied by the main pumps of the ship if they are outside the propelling machinery space;

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- (i) in the case of ships wholly propelled by sails, space appropriated for the storage of sails, so however that the total tonnage of such space does not exceed two and one-half per cent of the ship's gross tonnage; and
- (j) water ballast tanks not appropriated for use for any other purpose, so however that the total tonnage to be so deducted, when added to the tonnage of spaces appropriated for water ballast not included in the gross tonnage of the ship consisting of double bottom space, space below bottom floor level or space above the upper deck, does not exceed nineteen per cent of the ship's gross tonnage save that no deduction shall be made in respect of—
 - (i) any space specified in subparagraph (b) unless it is certified by a surveyor as complying with all applicable provisions as to crew accommodation contained in the Shipping Act, Ch. 50:10 and Regulations made thereunder; and
 - (ii) any space specified in subparagraphs (a), or (c) to (j), unless it is certified by a surveyor to be reasonable in extent, properly constructed for its purpose and is permanently marked by a notice stating that purpose.

Allowance for propelling machinery space.

12. The tonnage allowance for propelling machinery space to be deducted pursuant to paragraph 10(b) shall be determined as follows:

- (a) in the case of ships propelled by screws—
 - (i) where the tonnage of the propelling machinery space is thirteen per cent or over but less than twenty per cent of the gross tonnage, the allowance shall be thirty-two per cent of the gross tonnage;
 - (ii) where the tonnage of the propelling machinery space is less than thirteen per cent of the gross tonnage, the allowance shall be that lesser percentage of the gross tonnage multiplied by thirty-two and then divided by thirteen;
- (b) in the case of ships to which subparagraph (a) does not apply, the allowance shall be one and three-quarter times the tonnage of the propelling machinery space, save that—
 - (i) except in the case of tugs intended to be used exclusively as such, the allowance shall not exceed fifty-five per cent of that portion of the tonnage of the ship which

remains after deducting from its gross tonnage the deductions authorised by paragraph 10(a); and

- (ii) such deductions shall be subject to the propelling machinery space and space appropriated for its lighting and ventilation being certified as adequate by a surveyor and being permanently marked by notices stating their purpose.

PART E

**MODIFIED AND ALTERNATIVE TONNAGES AND
TONNAGE MARKS**

13. (1) This article shall apply to a ship in respect of which greater than minimum freeboards have been assigned under the Load Line Regulations and where the positions of the load lines are—

Modified gross and register tonnage of ships with certain freeboards.

- (a) not higher than would have been the case if the freeboards assigned to the ship and the position of the load lines appropriate thereto had been calculated treating the second deck as the freeboards deck; or
- (b) such that the uppermost load line is not higher than the position of the tonnage mark determined in accordance with Appendix D to this Schedule.

(2) The Certifying Authority may, on the application of the owner of a ship to which this paragraph applies, assign to the ship as its gross tonnage and register tonnage a modified gross tonnage and modified register tonnage ascertained in accordance with subparagraph (3) instead of the gross tonnage and register tonnage ascertained in accordance with Parts C and D of this Schedule.

(3) The modified gross tonnage and modified register tonnage to be so assigned shall be ascertained in accordance with Parts C and D of this Schedule subject to the following modifications:

- (a) in subparagraph 5(1)(c), 5(1)(e) and 5(3), paragraph 8 and subparagraphs 9(2) and 11(j) and in the definition of propelling machinery space in this Schedule, and in paragraphs 3, 5 and 6 of Rule 1 of Appendix A hereto, references to the upper deck shall be substituted by references to the second deck; and
- (b) paragraph 5(1)(b) of this Schedule and paragraph 2 of Rule 1 of Appendix A shall be omitted.

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(4) Where such tonnages have been assigned to a ship there shall be placed on each side of the ship a tonnage mark in the form described in Appendix C to this Schedule, in a position in line with the uppermost load line to which the ship may be loaded but, subject to the foregoing, in a position determined in accordance with Appendix D.

Alternative gross and register tonnages.

14. (1) The Certifying Authority, may, on the application of the owner of a ship, assign to the ship, as an alternative to its gross tonnage and register tonnage ascertained in accordance with Parts C and D of this Schedule, the modified gross tonnage and modified register tonnage ascertained in accordance with the provisions of paragraph 13(3).

(2) Where alternative tonnages have been assigned to a ship there shall be placed on each side of that ship a tonnage mark in the form described in Appendix C to this Schedule in a position determined in accordance with the provisions of Appendix D hereto.

(3) The gross tonnage and register tonnage of the ship shall be taken to be respectively the modified gross tonnage and modified register tonnage when the ship is so loaded that the tonnage mark is not submerged and at all other times the gross and register tonnages of the ship shall be those ascertained in accordance with Parts C and D of this Schedule.

PART F

**PLEASURE CRAFT UNDER FORTY-FIVE FEET
IN LENGTH**

Application.

15. (1) This Part of this Schedule applies only in relation to pleasure craft under forty-five feet (13.7 metres) in overall length which are to be registered in Trinidad and Tobago under Part III of the Act.

(2) Parts B, C, D and E of this Schedule shall not apply in relation to pleasure craft to which this Part of this Schedule applies.

Ascertainment of tonnage.

16. The tonnage of a pleasure craft to which this Part of this Schedule applies shall be ascertained in accordance with paragraph 17 and the tonnage so ascertained shall be taken to be its gross and register tonnage.

Availability for measurement.

17. (1) The owner of such a pleasure craft to be measured shall make it available for measurement, pursuant to section 22 of the Shipping Act, by a surveyor appointed by the Certifying Authority and shall afford all necessary facilities for its inspection and measurement and shall produce for the surveyor's use and retention, if required, such plans, drawings, specifications and other documents relating to the pleasure craft as may be required.

(2) The tonnage of a pleasure craft to which this part of this Schedule applies shall be measured in the manner specified in Appendix E to this Schedule.

PART G

SPACES NOT INCLUDED IN THE REGISTER TONNAGE WHICH ARE OCCUPIED BY CARGO

18. Spaces not included in the register tonnage of a ship, referred to in section 22(2)(d) of the Shipping Act, including uncovered spaces on deck occupied by cargo, shall subject to paragraph 19, be measured in accordance with the method provided in paragraph 5 of Rule I of Appendix A to this Schedule. Method of measurement.

19. Where—

- (a) a ship has been assigned alternative tonnages in pursuance of paragraph 14; and
- (b) the tonnages applicable to the ship are the modified tonnages ascertained in accordance with paragraph 13(3),

Alternative and modified tonnages.

no account shall be taken for the purposes of the said section 22(2)(d) of the Shipping Act, of any space, which is included in the register tonnage ascertained in accordance with Part D of this Schedule but which is not included in the modified register tonnage, to the extent that the tonnage of such space exceeds the difference between those register tonnages.

20. Goods or stores shall not be carried in any permanently closed in space on board the ship which has not been included in the register tonnage of the ship other than— Restrictions.

- (a) dry cargo spaces;
- (b) workshops or storerooms appropriated for the use of pumpmen, engineers, electricians, carpenters and boatswains;
- (c) the lamp room; or
- (d) double bottom tanks.

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APPENDIX A

RULES FOR MEASUREMENT OF TONNAGE

RULE 1

MEASUREMENT OF TONNAGE-GENERAL

Underdeck
tonnage.

1. (1) The length of the tonnage deck shall be measured by a straight line in the middle plane of the ship between the points at the forward and after ends of the deck where the underside of the deck, or the line of continuation thereof in way of breaks or discontinuations of the deck, meets the inner face of the frames, timbers, ceiling or sparring as the case may be, such length so measured being hereafter referred to in this Appendix and in Appendix B as the "tonnage length".

(2) In ships which have a break, or breaks, in a double bottom the tonnage length shall be measured in parts corresponding to the number and position of such break or breaks.

(3) The tonnage length, or the length of each of the several parts thereof obtained in accordance with subparagraph (2), shall be divided into equal parts as follows.

- (a) where the length is fifty feet or under, into four equal parts;
- (b) where the length is above fifty feet but not exceeding one hundred and twenty feet, into six equal parts;
- (c) where the length is above one hundred and twenty feet but not exceeding one hundred and eighty feet, into eight equal parts;
- (d) where the length is above one hundred and eighty feet but not exceeding two hundred and twenty-five feet, into ten equal parts;
- (e) where the length is above two hundred and twenty-five feet, into twelve equal parts,

save that the length of any of the several parts obtained in accordance with subparagraph (2) may be divided into two equal parts where such length is thirty feet or under.

(4) The transverse area of the ship at each point of division of the tonnage length, or of parts of that length as aforesaid, shall be calculated as follows:

- (a) the depth in the middle plane of the ship from the underside of the tonnage deck to the top of the open floor or double bottom as the case may be shall be measured, deducting therefrom the average thickness of ceiling, if fitted and one-third the round of beam;

- (b) in measuring the depth under subparagraph (4)(a) where the top of the double bottom falls from the middle plane of the ship, there shall be added to the depth the mean of the fall;
- (c) in measuring the depth under subparagraph (4)(a), where the top of the double bottom rises from the middle plane, a corresponding correction shall be deducted from the depth;
- (d) in ships of wooden construction the lower terminal point of the depth shall be the upper side of the floor timber at the inside of the limber strake, after deducting therefrom the average thickness of ceiling between the bilge planks and the limber strake;
- (e) where the depth so obtained does not exceed sixteen feet at the amidship division of the total tonnage length, the depth at each point of division of the tonnage length, or of parts of that length as aforesaid, shall be divided into four equal parts with depths in excess of sixteen feet being divided into six equal parts;
- (f) at the point of division between each of the parts obtained in accordance with subparagraph (4)(e) the horizontal breadths to the inner face of the timber, frame or sparring as the case may be shall be measured; numbering these breadths from the tonnage deck, the even numbered breadths shall be multiplied by four and the others, with the exception of the first and last, by two; these products shall be added together, and to the sum, there shall be added the first and last breadths; the quantity thus obtained shall be multiplied by one-third of the common interval between the breadths and the product shall be the transverse area in square feet.

(5) The transverse areas so obtained shall be numbered from the extreme forward point of measurement of the tonnage length, or of the parts thereof as the case may be; the even numbered areas shall be multiplied by four and the odd numbered areas, other than the first and last, by two, these products shall be added together and to the sum there shall be added the area, if any, of the first and last; the quantity thus obtained shall be multiplied by one-third of the common interval between the areas; the product so obtained divided by one hundred shall be the underdeck tonnage of the ship exclusive of the tonnage of spaces to be included therein pursuant to paragraph 6(b) in Part C of this Schedule (appendages).

2. (1) The betweendeck space between the second deck and the upper deck shall be measured for length in a straight line in the middle plane of the ship between the points at the forward and after ends of the space where the inner surface of the frames, timbers ceiling or sparring as the case may be

Between deck space between the second deck and the upper deck.

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meets the middle plane of the ship at half the height between the upper surface of the deck and the underside of the deck over.

(2) In measuring the between-deck space under subparagraph (1) where a break exists in the second deck or the upper deck the line of the deck shall be extended through the break parallel to the raised part of the break; and the tonnage of the between-deck space shall be measured in such case by reference to the line of the deck so extended.

(3) The length shall be divided into equal parts as provided in paragraph 1(3) of this rule. At each of these points of division the horizontal breadth from the inner face of the frames, timbers or sparring, as the case may be, shall be measured at half the height of the between-deck space.

(4) These breadths shall be numbered from the stem, the stem being number 1. The even numbered breadths shall be multiplied by four and the odd number, other than the first and last, by two. The products shall be added together and the first and the last breadths shall be added to the sum. The quantity thus obtained shall be multiplied by one-third of the common interval between the breadths, and the areas thus obtained shall be multiplied by the mean height between the upper surface of the deck and the underside of the deck over. The product so obtained divided by one hundred shall be the tonnage of the between-deck space.

Breaks in the upper deck.

3. Breaks in the upper deck shall be measured for length in a straight line in the middle plane of the ship between the extremities of the break at half the height of the break, terminal points at the stem or stern being taken as described in paragraph 2(1) of this rule; the length so obtained shall be divided into two equal parts for lengths of fifty feet or less, four equal parts for lengths above fifty feet but not more than two hundred and twenty-five feet and six equal parts for lengths over two hundred and twenty-five feet; at each of the points of division the horizontal breadth at half the height of the break at the ship's side to the inner face of the frames, timbers or sparring as the case may be shall be measured; numbering these breadths from the foremost terminal point, the even numbered breadths shall be multiplied by four and the odd numbered, other than the first and last, by two; the products shall be added together and to the sum there shall be added the first and last breadths; the quantity thus obtained shall be multiplied by one-third of the common interval between the breadths; the area thus obtained shall be multiplied by the height of the break; the product divided by one hundred shall be the tonnage of the break.

Poop, bridge and forecastle.

4. A poop, bridge or forecastle shall be measured as follows:

The mean length thereof shall be measured at half the height between the upper surface of the deck and the underside of the deck over, terminal points at the stem and stern being taken as described in

paragraph 2(1) of this rule; the length so obtained shall be divided into two equal parts for length of fifty feet or under, four equal parts for lengths over fifty feet but not exceeding two hundred and twenty-five feet and six equal parts for lengths exceeding two hundred and twenty-five feet; at each of the points of division the horizontal breadth shall be measured from the inner face of the frames, timbers or sparring as the case may be at half the height between the upper surface of the deck and underside of the deck over; numbering these breadths from the foremost terminal point, the even numbered breadths shall be multiplied by four and the odd numbered, other than the first and last, by two; the products shall be added together and to the sum there shall be added the first and last breadths; the quantity thus obtained shall be multiplied by one-third of the common interval between the breadths and the area thus obtained shall be multiplied by the mean height of the poop, bridge or forecastle; the product divided by one hundred shall be the tonnage of the poop, bridge or forecastle.

5. Permanently closed-in spaces on or above the upper deck other than those dealt with in paragraph 4 shall be measured by ascertaining their mean length, breadth and height and the product of multiplying these dimensions together shall, when divided by one hundred, be the tonnage of the space.

Other permanently closed-in spaces on or above the upper deck.

6. (1) Propelling machinery space which extends to the ship's side and is situated below the upper deck shall be measured as follows:

Propelling machinery space.

The mean length shall be measured in each space at half the mean depth, which shall be measured in the middle plane of the ship from the underside of the deck forming the crown of the space to the top of the double bottom or open floor, allowance being made for a ceiling, if fitted; for amidship spaces three equally spaced breadths shall be used and for spaces abaft amidships three equally spaced breadths shall be used for length up to thirty feet, five equally spaced breadths for lengths over thirty feet to fifty feet and seven equally spaced breadths for lengths over fifty feet, the breadths being measured from the inner face of the frames, timbers or sparring as the case may be at half the depth of the space at that point; the mean length, mean breadth and mean depth so ascertained shall be multiplied together and the product divided by one hundred shall be the tonnage of the space.

(2) Propelling machinery space which does not extend to the ship's side and is situated below the upper deck shall be measured by ascertaining its mean length, mean breadth and mean depth, and the product of multiplying these dimensions together shall, when divided by one hundred be the tonnage of the space.

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Shaft bossings
and appendages.

7. The tonnage of shaft bossings and other appendages referred to in paragraph 6(b) in Part C of this Schedule shall be ascertained by measuring the internal cubic capacity of the space as accurately as practicable and dividing the result by one hundred.

RULE II

MEASUREMENT OF TONNAGE BELOW THE UPPER DECK WHERE MEASUREMENT IN ACCORDANCE WITH RULE I IS IMPRACTICABLE

Method of
measurement.

1. The length of the ship shall be measured on the upper side of the upper deck from the inside of the outer plate or plank at the stem to the aft side of the stern-post, or to the fore side of the rudder stock where no stern-post is fitted; the extreme breadth of the ship shall be measured, excluding rubbers or fenders; the girth, from the upper edge of the upper deck at side on one side of the ship to the same point at other side, shall be measured on the outside of the ship at the greatest breadth; to half the girth thus measured there shall be added half the aforesaid breadth; the square of the sum shall be multiplied by the aforesaid length; this product multiplied by .0017 in the case of ships built of wood and by .0018 in the case of other ships shall be the tonnage of the ship below the upper deck.

Measurement
of girth
where its
ascertainment
under
paragraph 1 is
not practicable.

2. In any case in which the surveyor is satisfied that by reason of the size of the ship it is not reasonably practicable to measure its girth as provided in paragraph 1, such girth shall be ascertained by adding the aforesaid breadth of the ship to twice the depth of the ship from the top of the upper deck at the side of the ship to the bottom of the keel and multiplying this sum by 0.98.

APPENDIX B

**LIMITATION OF HEIGHT OF OPEN FLOORS AND
DOUBLE BOTTOMS, AND OF DEPTHS OF FRAMES
AND SIDE BRACKETS FOR PURPOSES OF
MEASUREMENT OF UNDERDECK TONNAGE**

(The provisions of this Appendix shall have effect for the purposes of
the measurement of underdeck tonnage)

1. (1) Any part of an open floor, other than a floor in the main space of the propelling machinery of a ship, which is situated above the horizontal line hereinafter described shall be disregarded for the purposes of measurement of underdeck tonnage, which shall be measured accordingly by reference to the said line. Open floors.

(2) The line above referred to shall be a line passing through a point in the middle plane of the ship at a height consisting of the maximum height of open floors applicable to a ship of the tonnage length of the ship undergoing measurement, ascertained by reference to columns A and B of Table I and corrected by the addition of a distance equal to the rise of the moulded frame line at one-quarter of the breadth of the ship between moulded frame lines at the said maximum height.

(3) The provisions of the paragraph shall also apply in the case of ships fitted with longitudinal floors and/or frames.

2. A double bottom situated in any part of a ship other than the main space for the propelling machinery, which is of greater height than a height consisting of a maximum height of double bottom applicable to a ship of the tonnage length of the ship undergoing measurement, ascertained by reference to columns A and C of Table I and corrected by the addition of a distance equal to the rise of the moulded frame line at one-quarter of the breadth of the ship between moulded frame lines at the said maximum height, shall be treated not as a double bottom but as an open floor of such height ascertained in accordance with the provisions of paragraph 1(2) as would be applicable in the case of a ship of the tonnage length of the ship undergoing measurement. Double bottoms.

3. (1) The horizontal width of bilge brackets measured from the shell of the ship to the inboard toe of the bracket shall not— Bilge brackets.

(a) if taken at the level of the top of an open floor, exceed the maximum height of open floor applicable to the ship obtained by reference to columns A and B of Table I;

(b) if taken at the level of the top of a double bottom, exceed the maximum height of double bottom applicable to the ship obtained by reference to Columns A and C of that Table.

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(2) In any case in which underdeck tonnage is measured by reference to a height ascertained and applied in accordance with the provisions of paragraphs 1 and 2, the lowest breadth used in the measurement of underdeck tonnage area shall be the breadth between the inner sides of the shell of the ship taken at that height, less twice the maximum height of open floor applicable to the ship obtained by reference to columns A and B of Table I or twice the width of the bilge bracket whichever is the less.

Allowance
for ceiling.

4. The limitations imposed by the preceding three paragraphs are exclusive of an allowance for ceiling, if fitted.

Depth of
frames.

5. (1) Subject to subparagraph (2), the extent to which the depth of transverse or longitudinal ship side framing in the case of any ship, measured from its shell, exceeds the maximum depth of frame applicable to a ship of the registered breadth of the ship undergoing measurement ascertained by reference to Table II shall be disregarded and the underdeck tonnage shall be measured accordingly by reference to the maximum depth of frame so ascertained.

(2) In the case of a ship in which alternate deep and shallow frames are fitted, the depth of frame used for purposes of measurement, measured from the shell of the ship, shall not exceed whichever is the lesser of the following dimensions:

- (a) twice the depth of the shallow frame; or
- (b) the maximum depth of frame applicable to the ship ascertained as aforesaid;

(3) The limitations imposed by subparagraphs (1) and (2) are exclusive of an allowance for sparring fitted on the toe of the frames.

TABLE I

| A Tonnage Length of Ship | B Maximum Height of Open Floors | C Maximum Height of Double Bottom |
|---|---------------------------------------|---|
| The dimensions shown are to be increased by 50 per cent for the foremost 25 per cent and aftermost 15 per cent of the tonnage length of the ship. | | |
| <i>In feet</i> | <i>In inches</i> | <i>In inches</i> |
| Not exceeding 60 | 23 | 34.5 |
| 80 | 24 | 36 |
| 100 | 25 | 37.5 |
| 120 | 26 | 39 |
| 140 | 27 | 40.5 |
| 160 | 28 | 42 |
| 180 | 29 | 43.5 |
| 200 | 30 | 45 |
| 220 | 31 | 46.5 |
| 240 | 32 | 48 |
| 260 | 33 | 49.5 |
| 280 | 34 | 51 |
| 300 | 35 | 52.5 |
| 320 | 36 | 54 |
| 340 | 37 | 55.5 |
| 360 | 38 | 57 |
| 380 | 39 | 58.5 |
| 400 | 40 | 60 |
| 420 | 41 | 61.5 |
| 440 | 42 | 63 |
| 460 | 43 | 64.5 |
| 480 | 44 | 66 |
| 500 | 45 | 67.5 |
| 520 | 46 | 69 |
| 540 | 47 | 70.5 |
| 560 | 48 | 72 |
| 580 | 49 | 73.5 |
| 600 | 50 | 75 |
| 620 | 51 | 76.5 |
| 640 | 52 | 78 |
| 660 | 53 | 79.5 |
| 680 | 54 | 81 |
| 700 | 55 | 82.5 |

In the case of ships of intermediate length, the maximum height of floors or double bottoms shall be obtained by interpolation, and in the case of ships exceeding 700 feet by linear interpretation.

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TABLE II

| Registered Breadth <i>In feet</i> | Maximum Depth of Frame <i>In inches</i> |
|--------------------------------------|---|
| Not exceeding 20 | 14 |
| 30 | 16 |
| 40 | 18 |
| 50 | 20 |
| 60 | 22 |
| 70 | 25 |
| 80 | 28 |
| 90 | 31 |
| 100 and above | 34 |

In the case of ships of intermediate breadths, the maximum depth of frame shall be obtained by interpolation.

APPENDIX C

TONNAGE MARK

1. Save as otherwise provided in paragraph 2, the tonnage mark shall consist as shown in Figure I of a horizontal line fifteen inches long and one inch wide upon which shall be placed for identification purposes an inverted equilateral triangle, each side of which is twelve inches long and one inch wide having its apex on the mid-point of the horizontal line.

Dimensions and shapes of tonnage mark.

2. In the case of a ship intended to operate in fresh or tropical waters as defined in the Load Line Regulations, not being a ship on which tonnage marks have been placed in accordance with paragraph 13 in Part E of this Schedule, an additional horizontal line may on the application of the owner of the ship be placed above the tonnage mark described in paragraph 1 at a distance of one forty-eighth (1/48th) of the moulded draught to that tonnage mark.

Additional horizontal line.

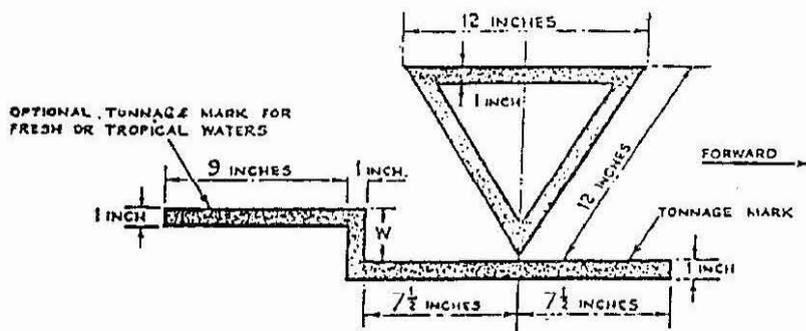
3. The additional line mentioned in paragraph 2 shall be nine inches long and one inch wide measured from a one inch wide vertical line (shown marked "W" in Figure 1) at the after end of, and perpendicular to, that tonnage mark and in such case, at all such times as the ship so marked is operating in fresh or tropical waters as aforesaid, this additional line shall be taken to be the tonnage mark in lieu of that described in paragraph 1.

Dimensions of additional horizontal line.

4. The lines and triangle above-mentioned shall be painted in white or yellow on a dark ground or in black on a light ground, and carefully cut in, centre punched or welded on the sides of the ship and shall be so kept and maintained as to be plainly visible at all times save when submerged.

Appearance of lines and triangle.

FIGURE I



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APPENDIX D

POSITION OF TONNAGE MARKS

(Paragraphs 13 and 14 of the Fourth Schedule)

1. The tonnage mark shall be placed on each side of the ship at a distance below the line where the underside of the second deck stringer plate meets the ship's side plating amidships, or below the line equivalent to that line as shown in Figure 2 in cases where the deck is stepped, to be ascertained by reference to the Tonnage Mark Table at the end of this Appendix.

2. In the Tonnage Mark Table—

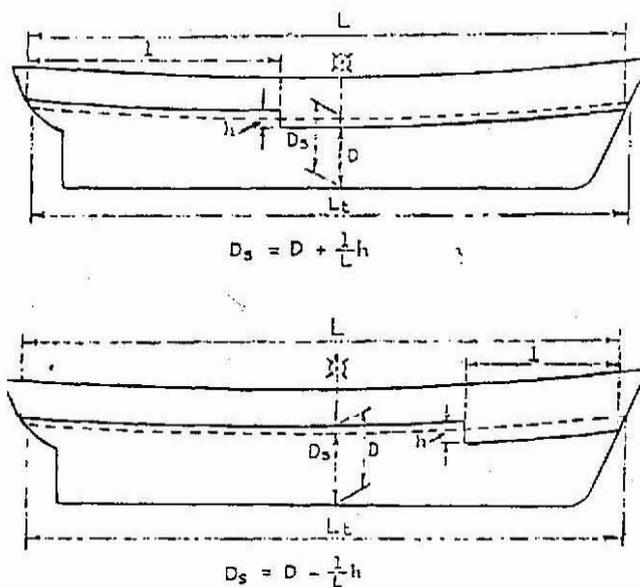
- (a) the length L_t in column A is the distance in feet on the second deck between the points at the forward and after ends of the deck where the underside of the deck or line of continuation thereof meets the inner surface of the frames, ceiling or sparring as the case may be in the middle plane of the ship, using an equivalent length in cases where the deck is stepped as shown in Figure 2;
- (b) the depth D_s is the depth in feet amidships from the top of the keel to the point at which the underside of the second deck stringer plate meets the ship's side plating, using an equivalent depth as shown in Figure 2 in cases where the deck is stepped;
- (c) the figures at the top of columns B to J represent the ratio L_t/D_s and the figures below in each column represents distances in inches from the line where the underside of the second deck stringer plate meets the ship's side plating amidships (or, in cases where the deck is stepped, from the equivalent line thereto as shown in Figure 2) to the point at which the upper edge of the tonnage mark is to be placed.

3. In the case of any ship of intermediate length or having an intermediate L_t/D_s ratio, the relevant distance to be applied shall be obtained by interpolation, and in other cases where necessary by linear extrapolation.

4. The effective relevant distance calculated by reference to the Tonnage Mark Table to be applied in the case of any ship shall be corrected to the nearest half-inch.

FIGURE 2

THIS SKETCH ILLUSTRATES HOW THE EQUIVALENT SECOND DECK SHOULD BE DETERMINED, BASED ON EQUAL LONGITUDINAL AREAS



5. In the case of a ship to which load lines have been assigned the tonnage mark, subject to the provisions of paragraph 13 in Part E of this Schedule, shall be placed in a position ascertained in accordance with the foregoing provisions of this Appendix with the apex of the identification triangle of a distance of twenty-one inches horizontally aft of the centre line of the load line disc, save that in no case shall the tonnage marks be placed above the uppermost load line to which the ship may be loaded.

6. In the case of a ship to which load lines have not been assigned the tonnage marks shall be placed in a position ascertained in accordance with the foregoing provisions of this Appendix with the apex of the identification triangle at the middle of the length (Lt) and in every such case the line of the upper deck shall be shown by a deck line corresponding in form to that required by the Load Line Regulations and placed centrally to a vertical line bisecting the identification triangle of the tonnage mark.

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Line Regulations and placed centrally to a vertical line bisecting the identification triangle of the tonnage mark.

TONNAGE MARK TABLE

| A | B | C | D | E | F | G | H | I | J |
|------------------------------|----------------------------|------|------|------|------|-----|-----|-----|-----|
| Lt/Ds | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| Length <i>Lt. in feet</i> | <i>Distances in inches</i> | | | | | | | | |
| 220 and under | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| 230 | 3.2 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| 240 | 4.7 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| 250 | 6.3 | 3.3 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| 260 | 8.0 | 4.8 | 2.1 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| 270 | 9.9 | 6.4 | 3.5 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| 280 | 11.8 | 8.1 | 4.9 | 2.1 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| 290 | 13.9 | 9.9 | 6.5 | 3.5 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| 300 | 16.0 | 11.7 | 8.1 | 4.9 | 2.1 | 2.0 | 2.0 | 2.0 | 2.0 |
| 310 | 18.3 | 13.7 | 9.8 | 6.4 | 3.5 | 2.0 | 2.0 | 2.0 | 2.0 |
| 320 | 20.7 | 15.8 | 11.7 | 8.1 | 4.9 | 2.1 | 2.0 | 2.0 | 2.0 |
| 330 | 23.2 | 18.0 | 13.6 | 9.8 | 6.4 | 3.5 | 2.0 | 2.0 | 2.0 |
| 340 | 25.9 | 20.4 | 15.7 | 11.6 | 8.1 | 4.9 | 2.1 | 2.0 | 2.0 |
| 350 | 28.7 | 22.9 | 17.9 | 13.6 | 9.8 | 6.5 | 3.6 | 2.0 | 2.0 |
| 360 | 31.7 | 25.5 | 20.2 | 15.7 | 11.7 | 8.2 | 5.0 | 2.2 | 2.0 |
| 370 | 34.7 | 28.3 | 22.7 | 17.9 | 13.6 | 9.9 | 6.6 | 3.7 | 2.0 |

| A | B | C | D | E | F | G | H | I | J |
|------------------------------|----------------------------|------|------|------|------|------|------|------|------|
| Lt/Ds | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| Length <i>Lt. in feet</i> | <i>Distances in inches</i> | | | | | | | | |
| 380 | 38.0 | 31.1 | 25.3 | 20.2 | 15.7 | 11.8 | 8.3 | 5.2 | 2.4 |
| 390 | 41.3 | 34.1 | 27.9 | 22.6 | 17.9 | 13.8 | 10.1 | 6.8 | 3.8 |
| 400 | 44.8 | 37.2 | 30.7 | 25.0 | 20.1 | 15.8 | 11.9 | 8.4 | 5.3 |
| 410 | 48.2 | 40.3 | 33.5 | 27.7 | 22.6 | 18.1 | 14.0 | 10.4 | 7.2 |
| 420 | 51.5 | 43.4 | 36.4 | 30.4 | 25.2 | 20.6 | 16.4 | 12.7 | 9.4 |
| 430 | 54.8 | 46.5 | 39.4 | 33.3 | 27.9 | 23.2 | 19.0 | 15.2 | 11.8 |
| 440 | 58.4 | 49.9 | 42.6 | 36.4 | 30.9 | 26.0 | 21.7 | 17.8 | 14.4 |
| 450 | 62.1 | 53.4 | 46.0 | 39.6 | 33.9 | 29.0 | 24.6 | 20.6 | 17.1 |
| 460 | 65.9 | 57.0 | 49.5 | 42.9 | 37.1 | 32.1 | 27.6 | 23.5 | 19.9 |
| 470 | 69.8 | 60.7 | 53.0 | 46.3 | 40.4 | 35.2 | 30.6 | 26.5 | 22.8 |
| 480 | 73.7 | 64.4 | 56.5 | 49.7 | 43.7 | 38.4 | 33.7 | 29.5 | 25.7 |
| 490 | 77.5 | 68.1 | 60.0 | 53.0 | 46.9 | 41.5 | 36.7 | 32.4 | 28.5 |
| 500 | 81.2 | 71.6 | 63.4 | 56.2 | 50.0 | 44.5 | 39.6 | 35.2 | 31.2 |
| 510 | 84.9 | 75.1 | 66.7 | 59.4 | 53.0 | 47.4 | 42.4 | 37.9 | 33.9 |
| 520 | 88.4 | 78.4 | 69.9 | 62.4 | 55.9 | 50.2 | 45.1 | 40.5 | 36.4 |
| 530 | 91.8 | 81.6 | 72.9 | 65.3 | 58.7 | 52.9 | 47.7 | 43.0 | 38.8 |
| 540 | 95.2 | 84.8 | 75.9 | 68.1 | 61.4 | 55.5 | 50.2 | 45.4 | 41.2 |
| 550 | 98.4 | 87.8 | 78.8 | 70.9 | 64.0 | 58.0 | 52.6 | 47.8 | 43.4 |
| 560 | 101.6 | 90.8 | 81.6 | 73.6 | 66.6 | 60.5 | 55.0 | 50.1 | 45.6 |

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TONNAGE MARK TABLE—Continued

| A | B | C | D | E | F | G | H | I | J |
|-----------------------|----------------------------|-------|-------|-------|-------|------|------|------|------|
| Lt/Ds | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| Length Lt. in feet | <i>Distances in inches</i> | | | | | | | | |
| 570 | 104.8 | 93.8 | 84.4 | 76.3 | 69.2 | 62.9 | 57.3 | 52.3 | 47.8 |
| 580 | 107.9 | 96.8 | 87.2 | 78.9 | 71.7 | 65.3 | 59.6 | 54.5 | 49.9 |
| 590 | 111.0 | 99.7 | 90.0 | 81.5 | 74.2 | 67.7 | 61.9 | 56.7 | 52.0 |
| 600 | 114.0 | 102.5 | 92.6 | 84.0 | 76.5 | 69.9 | 64.0 | 58.8 | 54.0 |
| 610 | 117.0 | 105.3 | 95.2 | 86.5 | 78.9 | 72.1 | 66.2 | 60.8 | 56.0 |
| 620 | 120.0 | 108.0 | 97.8 | 88.9 | 81.2 | 74.4 | 68.3 | 62.8 | 58.0 |
| 630 | 122.9 | 110.7 | 100.4 | 91.3 | 83.5 | 76.6 | 70.4 | 64.8 | 59.9 |
| 640 | 125.7 | 113.4 | 102.9 | 93.7 | 85.8 | 78.7 | 72.4 | 66.8 | 61.7 |
| 650 | 128.6 | 116.1 | 105.4 | 96.1 | 88.0 | 80.8 | 74.4 | 68.7 | 63.6 |
| 660 | 131.4 | 118.7 | 107.8 | 98.3 | 90.1 | 82.8 | 76.3 | 70.6 | 65.3 |
| 670 | 134.2 | 121.2 | 110.2 | 100.6 | 92.2 | 84.8 | 78.3 | 72.4 | 67.1 |
| 680 | 136.9 | 123.8 | 112.6 | 102.9 | 94.3 | 86.8 | 80.2 | 74.2 | 68.9 |
| 690 | 139.6 | 126.3 | 115.0 | 105.1 | 96.4 | 88.8 | 82.1 | 76.0 | 70.6 |
| 700 | 142.3 | 128.8 | 117.3 | 107.3 | 98.5 | 90.8 | 83.9 | 77.8 | 72.3 |
| 710 | 144.9 | 131.3 | 119.6 | 109.4 | 100.5 | 92.7 | 85.7 | 79.5 | 73.9 |
| 720 | 147.5 | 133.7 | 121.8 | 111.5 | 102.5 | 94.6 | 87.5 | 81.2 | 75.5 |
| 730 | 150.1 | 136.1 | 124.0 | 113.6 | 104.5 | 96.5 | 89.3 | 82.9 | 77.1 |
| 740 | 152.7 | 138.5 | 126.2 | 115.7 | 106.5 | 98.3 | 91.1 | 84.5 | 78.7 |

| A | B | C | D | E | F | G | H | I | J |
|-------------------------------|----------------------------|-------|-------|-------|-------|-------|-------|------|------|
| Lt/Ds | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| <i>Length Lt. in feet</i> | <i>Distances in inches</i> | | | | | | | | |
| 750 | 155.3 | 140.8 | 128.5 | 117.8 | 108.4 | 100.1 | 92.8 | 86.1 | 80.3 |
| 760 | 157.8 | 143.1 | 130.6 | 119.7 | 110.3 | 101.9 | 94.4 | 87.8 | 81.7 |
| 770 | 160.2 | 145.4 | 132.7 | 121.7 | 112.1 | 103.6 | 96.0 | 89.3 | 83.2 |
| 780 | 162.6 | 147.6 | 134.8 | 123.7 | 113.9 | 105.3 | 97.6 | 90.8 | 84.7 |
| 790 | 165.1 | 149.9 | 136.9 | 125.6 | 115.7 | 107.0 | 99.2 | 92.3 | 86.1 |
| 800 | 167.5 | 152.1 | 138.9 | 127.4 | 117.4 | 108.6 | 100.8 | 93.8 | 87.4 |

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APPENDIX E

PLEASURE CRAFT UNDER FORTY-FIVE FEET IN
LENGTH—ASCERTAINMENT OF TONNAGE

- Tonnage to be in terms of cubic capacity.
Elements of tonnage.
1. Tonnage in relation to any pleasure craft to which Part F of this Schedule applies shall be measured in terms of cubic capacity.
2. The tonnage of the craft shall be the sum of—
- (a) the product of multiplying together its overall length, breadth and depth, and multiplying the resultant figure by 0.0045; and
 - (b) the tonnage of any break or breaks defined in paragraph 5 herein and calculated in accordance with the provisions of that paragraph.
- Breadth of craft.
3. The breadth of a craft for this purpose shall be its extreme breadth over the outside plating, planking or hull, no account being taken of rubbers or fenders even if they are moulded so as to be integral with the hull.
- Depth of craft.
4. (1) The depth of a craft for this purpose shall be measured vertically midway between the foremost and after most points of measurement of its length.
- (2) The upper terminal point for depth measured under subparagraph (1) shall be—
- (a) in the case of a decked craft, the underside of the deck on the middle line or, if there is no deck at the middle line at the point of measurement, the underside of the deck at side of the craft plus the full deck camber;
 - (b) in the case of an open craft, the top of the upper strake or gunwale.
- (3) The lower terminal point for depth measured under subparagraph (1) shall be—
- (a) in the case of a wooden craft, the upper side of planking at side of keel or hog;
 - (b) in the case of a metal craft, the top of plating at side of keel;
 - (c) in the case of a glass reinforce plastic craft, the inside of the hull; where no keel member is fitted and the keel is of open trough construction, the lower terminal point for depth shall be the top of the keel filling, if fitted, or the level at which the inside breadth of the trough is four inches, whichever gives the lesser depth.
- (4) Where a break exists in way of the point of measurement for depth under subparagraph (1) the height of the break shall not be included in the measurement of depth.
- Measurement of breaks.
5. A break for the purpose of paragraph 2(b) shall be a side to side break existing in the line of the deck, and its tonnage shall be the figure obtained by multiplying together the mean length, mean breadth and mean height of the break and dividing the product by one hundred.
- Units of measurement.
6. All measurements shall be taken and expressed in feet and decimals of one foot to the nearest one-tenth of one foot.
- Accuracy of tonnage figures.
7. Tonnage shall be expressed to two decimal places, the second decimal place being increased by one if the third decimal place is five or more.