

1988  
No: 35

STATUTORY INSTRUMENTS

The Merchant Shipping (Tonnage) (Guernsey) Regulations 1988

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The States Board of Administration in exercise of the powers conferred upon it by section 1 of the Merchant Shipping Act 1965(a) as extended to the Bailiwick of Guernsey by the Merchant Shipping Act 1965 (Guernsey) Order 1988 and of all other powers enabling it in that behalf, hereby makes the following Regulations:

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(a) 1965 c. 47 section I was amended by section 91 of the Merchant Shipping Act 1970 (c.36) and by paragraph 6 of Part VI of Schedule 6 of the Merchant Shipping Act 1979 (c.39).

## PART I - GENERAL

### Citation, commencement, revocation and saving

1. - (1) These Regulations may be cited as the Merchant Shipping (Tonnage) (Guernsey) Regulations 1988 and shall come into operation on 1 January, 1989

(2) The Regulations set out in Schedule I hereto are hereby revoked, but without prejudice to their continued application in relation to ships the tonnage of which is required by these Regulations to be ascertained in accordance with their provisions.

### Interpretation

2. - (1) In these Regulations, unless the context otherwise requires:

"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;

"the Board" means the States of Guernsey Board of Administration;

"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" (cargo compartment), such letters being not less than 100 millimetres in height and so positioned as to be readily visible;

"Certifying Authority" means the Board or any person authorised by the Board for the purposes of these Regulations and includes in particular (if so authorised) the Secretary of State, Lloyd's Register of Shipping, the British Committee of Bureau Veritas, the British Committee of Det Norske Veritas, the British Committee of Germanischer Lloyd, and the British Technical Committee of 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 Measurement of Ships, 1969;

"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. No break in a deck, nor any opening in the ship's hull, in a deck or in a covering of a space, or in the partitions or bulkheads of a space, nor the absence of a partition or bulkhead, shall preclude a space from being included in the enclosed spaces; and for the purposes of this definition "excluded spaces" means any of the following spaces:

- (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 at the line of the opening. Such end opening shall have a breadth equal to or greater than 90 per cent of the breadth of the deck at the line of the opening and shall extend from deck to deck or to a curtain plate of a depth not exceeding by more than 25 millimetres the depth of the adjacent deck beams, as specified in figure 1 of Schedule 2 hereto; provided that:
- (i) where at any point the width of the enclosed space, because of any arrangement except convergence of the outside plating, as specified in figure 3 of Schedule 2 hereto, becomes less than 90 per cent of the breadth of the deck at the line of the opening, the excluded space shall extend only to an athwartship line intersecting that point, as specified in figures 2 and 4 of Schedule 2 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 shall be excluded, as specified in figures 5 and 6 of Schedule 2 hereto;
- (b) a space under an overhead deck covering open to the sea and weather, having no other connection on the exposed sides with the body of the ship than the stanchions necessary for its support. In such a space, open rails or a bulwark and curtain plate may be fitted or stanchions fitted at the ship's side, provided that the distance between the top of the rails or the bulwark and the curtain plate is not less than 0.75 metres or one-third of the height of the space, whichever is the greater, as specified in figure 7 of Schedule 2 hereto;
- (c) a space in a side-to-side erection between opposite side openings not less in height than 0.75 metres or one-third of the height of the erection, whichever is the greater. If the opening in such an erection is provided on one side only, the space to be excluded from the volume of enclosed spaces shall be limited inboard from the opening to a maximum of one half of the breadth of the deck in way of the opening, as specified in figure 8 of Schedule 2 hereto;
- (d) a space in an erection immediately below an uncovered opening in the deck overhead, provided that such an opening is exposed to the weather and the space excluded from enclosed spaces is limited to the area of the opening, as specified in figure 9 of Schedule 2 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, provided that the interior width is not greater than the width at the entrance and its extension into the erection is not greater than twice the width of its entrance, as specified in figure 10 of Schedule 2 hereto;
- (f) notwithstanding the provisions of sub paragraphs (a) to (e) inclusive, any space listed in those subparagraphs which fulfills at least one of the following conditions shall be treated as an enclosed space:-
- (i) the space is fitted with shelves or other means for securing cargo or stores;
  - (ii) the openings are fitted with any means of closure;

(iii) the construction provides any possibility of such openings being closed;

"existing ship" means a ship which is not a new ship;

"the Guernsey Register" means the register book kept by the Registrar of British Ships in Guernsey under section 5 of the Principal Act;

"length" means the greater of the following distances:-

- (a) the distance between the fore side of the stem and the axis of the rudder stock; or
- (b) a distance measured from the fore side of the stern, being 96 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 85 per cent of the least moulded depth of the ship. In the case of a ship having a rake of keel the waterline shall be parallel to the designed waterline;

"Load Line Rules" means the Merchant Shipping (Load Line) Rules 1968(b) and includes in relation to any ship not registered in the United Kingdom or Guernsey any corresponding rules of the country 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. In wood and composite ships the distance is to be measured from the lower edge of the keel rabbet. Where the form at the lower part of the midship section is of a hollow character, or where thick garboards are fitted, the distance is to be measured from the point where the line of the flat of the bottom continued inwards cuts the side of the keel;
- (b) in ships having rounded gunwales, the moulded depth shall be measured to the point of intersection of the moulded lines of the deck and side shell plating, the lines extending as though the gunwales were of angular design;
- (c) where the upper deck is stepped and the raised part of the deck extends over the point at which the moulded depth is to be determined, the moulded depth shall be measured to a line of reference extending from the lower part of the deck along a line parallel with the raised part; for the purposes of this definition: (i) "upper deck" means the uppermost complete deck exposed to weather and sea, which has permanent means of weathertight closing of all openings in the weather part thereof, and below which all openings in the sides of the ship are fitted with permanent means of watertight closing. In a ship having a stepped upper deck, the lowest line of the exposed deck and the continuation of that line parallel to the upper part of the deck is taken as the upper deck; and (ii) "weathertight" means that in any sea conditions water will not penetrate into the ship;

"moulded draught" means:

- (a) for ships assigned load lines in accordance with the Load Line Rules, the draught corresponding to the Summer Load Line (other than timber load lines);

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(b) UK S.I. 1968/1053, amended by 1970/1003, 1975/595, 1979/1267, 1980/641.

- (b) for passenger ships, the draught corresponding to the deepest subdivision load line assigned in accordance with the Merchant Shipping (Passenger Ship Construction) Regulations 1980 (c);
- (c) for ships to which no load line has been assigned but the draught of which is restricted by the Secretary of State, the maximum permitted draught;
- (d) for other ships, 75 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 18 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 50 tonnes or one per cent of the estimated mass of all structural material whichever is the less;

"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 nor the owner nor the charterer (if any) could have prevented; and
- (c) a child under one year of age;

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

"pleasure yacht" means a vessel primarily used for sport or recreation;

"the principal Act" means the Merchant Shipping Act 1894 (d)

"the Regulations previously in force" means the Regulations mentioned in Schedule 1.

"surveyor" means a surveyor appointed by a Certifying Authority and duly authorised in that behalf by the Board.

(2) The Interpretation (Guernsey) Law, 1948 (e) applies to the interpretation of these Regulations throughout the Bailiwick as it applies to the interpretation of an enactment in force in Guernsey.

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(c) UK S.I 1980/535 - the amendment is not relevant to these Regulations.

(d) 1894 c.60

(e) Orders in Council Vol.XIII, P.355

## PART II

### APPLICATION, ASCERTAINMENT OF TONNAGE AND CERTIFICATION FOR NEW SHIPS AND CERTAIN EXISTING SHIPS OF 24 METRES IN LENGTH AND OVER

#### Application of Part II

3. - (1) This Part of these Regulations and Schedules 2, 3 and 4 hereto shall apply to the following ships registered or to be registered in Guernsey under Part I or, in the case of British fishing boats under Parts I and IV of the principal Act, being ships of 24 metres in length or over:

- (a) new ships;
- (b) existing ships to which regulation 13(1) of these Regulations would otherwise apply but which undergo alterations or modifications which result in a substantial variation of their existing gross tonnage.
- (c) existing ships, if the owner so requests;
- (d) all ships with effect from 18 July 1994;

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

#### ASCERTAINMENT OF TONNAGE

##### Method of measurement

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 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 of these Regulations provided 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 Board.

(3) All measurements used in the calculations 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 Board and shall be sufficiently detailed to facilitate checking.

Gross tonnage

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

where: V = total volume of all enclosed spaces of the ship in cubic metres,  
 $K_1 = 0.2 + 0.02 \log_{10} V$  or as specified in Schedule 3.

Net tonnage

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

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

where:

$V_c$  = total volume of cargo spaces in cubic metres

$K_2 = 0.2 + 0.02 \log_{10} V_c$  or as specified in Schedule 3

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

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

Provided that:

(a) the factor

$$\frac{(4d)^2}{(3D)}$$

shall not be taken as greater than unity;

(b) the term

$$K_2 V_c \frac{(4d)^2}{(3D)}$$

shall not be taken as less than 0.25 GT;

(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) Segregated ballast oil tankers

Where segregated ballast tanks complying with Regulation 13 of Annex 1 of the International Convention for the Prevention of Pollution from Ships, 1973(f) as modified by the Protocol of 1978(g) 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 following formula:

$$K_1 \times V_b$$

where:  $K_1 = 0.2 + 0.02 \log_{10} V$  or as specified in Schedule 3

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

$V_b$  = the total volume of segregated ballast tanks in cubic metres measured in accordance with regulation 5.

##### (2) Deck Cargoes

Where cargo is carried in any uncovered space on deck the tonnage of the space so occupied to be taken into account for the purposes of Section 85 of the principal Act, (payment of dues where goods are carried in spaces not forming part of the gross or net tonnages) shall be determined by the formula:

Deck Cargo Tonnage =  $0.353$  (mean length x mean breadth x mean height).

#### CERTIFICATION

#### Issue of certificates

9. The Certifying Authority shall, upon receipt of the appropriate fee, issue to the owner of every ship registered in Guernsey under the principal Act, the tonnages of which have been ascertained in accordance with regulations 6 and 7 of these Regulations, an International

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(f) Cmnd.5748

(g) Cmnd.8348

Tonnage Certificate (1969) in the form set out in Part I, or as the case may be, Part II, of Schedule 4 to these Regulations, 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.

#### Cancellation of certificates

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.

(2) When a ship is transferred from the Guernsey 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 3 months or until the new Administration issues another International Tonnage Certificate (1969) whichever is the earlier. The Certifying Authority shall transmit to the Administration of that Government 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.

#### Change of net tonnage necessitating issue of certificate

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 increased net tonnage shall be issued.

(2) In the case of a passenger ship assigned subdivision load lines in accordance with the Merchant Shipping (Passenger Ship Construction) Regulations 1980 and load lines in accordance with the Merchant Shipping (Load Lines) Rules 1968, only one net tonnage shall be applied. 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) (a) Subject to subparagraph (b) below, 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 12 months have elapsed from the date on which the current certificate was issued.

(b) A new International Tonnage Certificate (1969) may be issued when:

- (i) a ship which was registered outside the United Kingdom or Guernsey is re-registered in Guernsey;

- (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, or
- (iii) the ship is a passenger ship employed in special trades for the carriage of large numbers of special trade passengers, such as the pilgrim trade.

### PART III

#### APPLICATION, ASCERTAINMENT OF TONNAGE AND CERTIFICATION FOR ALL SHIPS INCLUDING PLEASURE YACHTS, OF LESS THAN 24 METRES IN LENGTH

##### Application of Part III

12. - (1) This Part of these Regulations shall apply to all ships of less than 24 metres in length, including pleasure yachts to be registered under Part I and fishing boats to be registered under Parts I and IV of the principal Act.

(2) This Part of these Regulations shall not apply to British fishing boats of less than 24 metres in length registered under Part IV only of the principal Act, the tonnages of which shall continue to be ascertained without reference to these Regulations.

(3) Subject to Regulation 17, ships and pleasure yachts to which this Part of these Regulations applies shall continue to have their tonnages ascertained in accordance with the provisions of the Regulations previously in force.

### PART IV

#### APPLICATION, ASCERTAINMENT OF TONNAGE AND CERTIFICATION FOR EXISTING SHIPS OF 24 METRES IN LENGTH AND OVER UNTIL 17 JULY 1994

##### Application of Part IV

13. - (1) This Part of these Regulations shall apply to existing ships of 24 metres and over registered or to be registered in Guernsey.

(2) This Part of these Regulations shall not apply to existing ships referred to in regulation 3(1)(b) and (c) of these Regulations, or to existing British fishing boats registered under Part IV only of the principal Act, the tonnage of which shall continue to be ascertained without reference to these Regulations.

(3) Subject to Regulation 17 ships to which this Part of the Regulations applies shall, until 17 July, 1994, continue to have their tonnages ascertained in accordance with the provisions of the regulations previously in force.

## PART V

### FOREIGN SHIPS WHILST WITHIN THE BAILLIWICK OR THE TERRITORIAL WATERS ADJACENT THERETO

#### Acceptance of foreign tonnage certificates

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. Whilst such a ship is within the Bailiwick or the territorial waters adjacent thereto it may be subject to inspection by a person duly authorised by the Board in that behalf for the purpose of verifying:

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

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

(3) If 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) New Ships

(a) 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). 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.

(b) 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 British Tonnage Measurement. In such cases the certificate will bear the endorsement "for use only whilst within the Bailiwick or the territorial waters adjacent thereto".

(2) Existing Ships

(a) 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). 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.

(b) 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 17 July, 1994. In such cases a British Tonnage Certificate shall be issued.

## PART VI

### INTERIM SCHEME FOR TONNAGE MEASUREMENT FOR CERTAIN SHIPS

#### Application of Part VI

16. - (1) The Secretary of State or the Board may, at the written request of an owner of a ship required to be measured and certified in accordance with Part II of these Regulations:

- (a) which is a ship the keel of which is laid or is at a similar stage of construction not later than 31 December, 1989; or
- (b) which is a cargo ship of less than 1600 tons gross tonnage as ascertained in accordance with regulation 13(3) of these Regulations, the keel of which is laid or is at a similar stage of construction before 18 July, 1994.

permit such a ship to have, additionally, its gross tonnage ascertained by the Certifying Authority in accordance with the provisions of the tonnage regulations previously in force, and the provisions of Regulation 17, and to use this tonnage for the purpose of the application of the provisions of regulations implementing the International Convention for the Safety of Life at Sea 1974(h) and the Protocol of 1978 relating to that Convention(i).

(2) The measurement of a ship in accordance with paragraph (1) above shall be in respect of gross tonnage only and an appropriate British Tonnage Certificate shall be issued and it shall be endorsed with the following endorsement:

"For use only for the application of the Interim Scheme for Tonnage Measurement for Certain Ships (IMO Resolution A494 (XII))."

(3) Where the gross tonnage is ascertained in accordance with paragraph (1) above and a Safety of Life at Sea convention certificate is subsequently issued, then only that tonnage shall be recorded in that certificate and the certificate shall be endorsed with the following endorsement:

"The above gross tonnage has been measured by the Certifying Authority of the United Kingdom in accordance with the tonnage regulations which were in force prior to the coming into force of the International Convention on Tonnage Measurement of Ships 1969".

## PART VII

### UPPER DECK SPACE OF CERTAIN SHIPS TO WHICH PART III, IV OR VI APPLIES

#### Upper deck space of certain ships to which Part III, IV or VI applies

17. - (1) This Regulation applies:-

- (a) to ships registered in Guernsey under Part I of the principal Act before 1 March, 1971 the tonnage of which is to be measured under this Schedule; and
- (b) to ships previously registered elsewhere than in Guernsey which are to be so registered; and
- (c) to ships registered elsewhere than in Guernsey in respect of which application is made for a certificate of British tonnage pursuant to Regulation 3(2) of the Merchant Shipping (Tonnage) (Guernsey) Regulations, 1971(j).

(2) Without prejudice to the provisions of Regulation 7 of the said Regulations of 1971, space situated on or above the upper deck of a ship to which this paragraph applies, being space-

- (a) which, in the case of a ship described in sub-paragraph (1)(a), was by virtue of openings in it not included in the gross tonnage of the ship under the law in force immediately prior to 1 March, 1971, or
- (b) which, in the case of a ship described in sub-paragraph (1)(b) or (c), was by virtue of there being or having been openings in it not included in the gross tonnage of the ship specified in the national certificate of registry in force in respect of the ship immediately prior to her registry in Guernsey 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, if-

- (i) 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; and
- (ii) in the case of a ship described in sub-paragraph (1)(b) or (c) the space is such that it would not, had the ship been registered in Guernsey prior to 1 March, 1971 with the opening unclosed, have been included in her gross tonnage.

## PART VIII

### OFFENCES AND PENALTIES

#### Offences and Penalties

18. Any owner or master who fails without reasonable cause to deliver up a certificate for cancellation as required by Regulation 10(1), or, in the case of a ship the tonnage of which is ascertained in accordance with the provisions of the Regulations previously in force as required by Regulation 3(3) of the Merchant Shipping (Tonnage) (Guernsey) Regulations, 1971 shall be guilty of an offence and liable, on summary conviction, to a fine not exceeding £200.

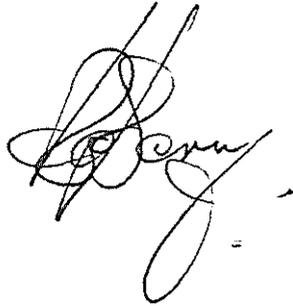
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(j) G.S.I. 1971 No.11; 1975 No.34; 1981 No.13

(2) If goods are carried on a ship the tonnage of which is ascertained in accordance with the provisions of Regulations previously in force in contravention of Regulations 15(3) of the Merchant Shipping (Tonnage) (Guernsey) Regulations, 1971, the master and owner of the ship shall each be guilty of an offence and liable, on summary conviction, to a fine not exceeding £200.

Dated this first day of November, nineteen hundred and eighty eight.

President of the States Board of Administration  
for and on behalf of the Board

A handwritten signature in black ink, appearing to be 'B. J. ...', written in a cursive style.

SCHEDULE 1

Regulation 1(2)

REGULATIONS REVOKED

The Merchant Shipping (Tonnage) (Guernsey) Regulations 1971	G.S.I.1971 No.11
The Merchant Shipping (Tonnage) (Amendment No. 2) (Guernsey) Regulations 1975	G.S.I.1975 No.34
The Merchant Shipping (Tonnage) (Amendment) (Guernsey) Regulations 1980	G.S.I.1980 No.13

## SCHEDULE 2

### 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.

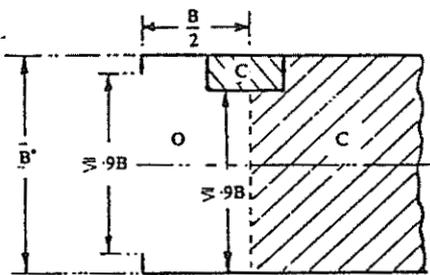


Fig. 1

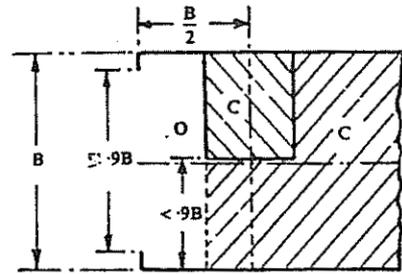


Fig. 2

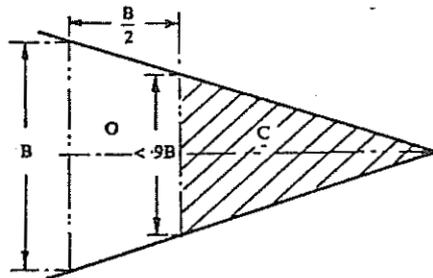


Fig. 3

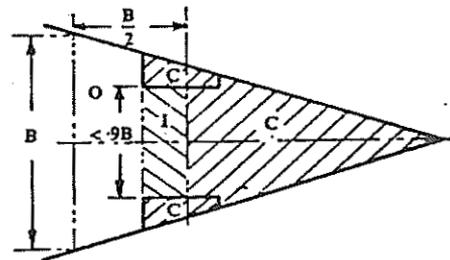


Fig. 4

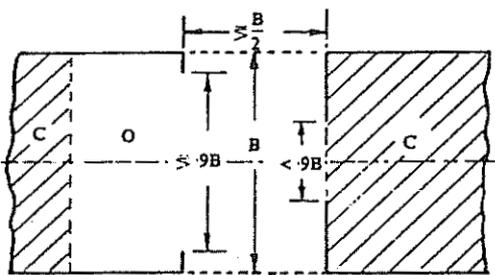


Fig. 5

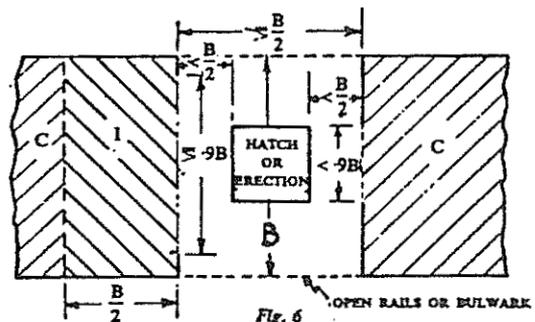
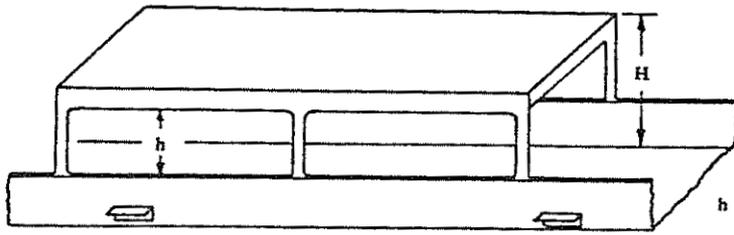
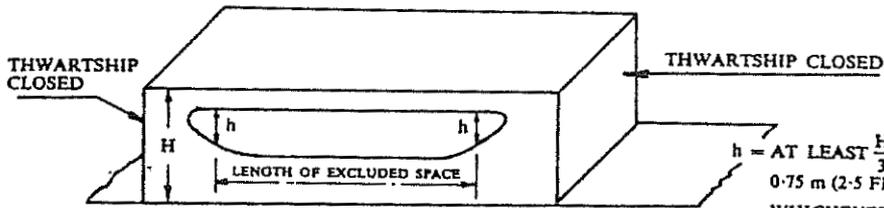


Fig. 6

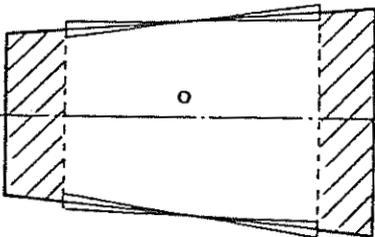


$h = \text{AT LEAST } \frac{H}{3} \text{ OR } 0.75 \text{ m (2.5 FEET)}$   
WHICHEVER IS THE GREATER

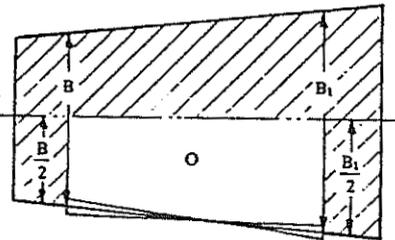
Fig. 7



$h = \text{AT LEAST } \frac{H}{3} \text{ OR } 0.75 \text{ m (2.5 FEET)}$   
WHICHEVER IS THE GREATER

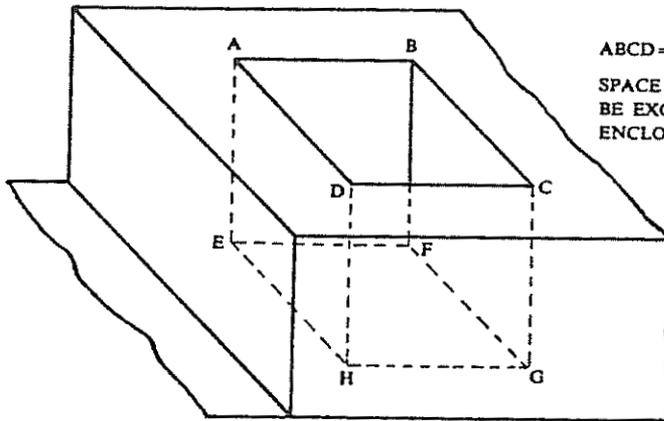


OPPOSITE SIDE OPENINGS



OPENING ON ONE SIDE ONLY

Fig. 8



ABCD = OPENING IN THE DECK  
SPACE ABCDEFGH SHALL BE EXCLUDED FROM ENCLOSED SPACE

Fig. 9

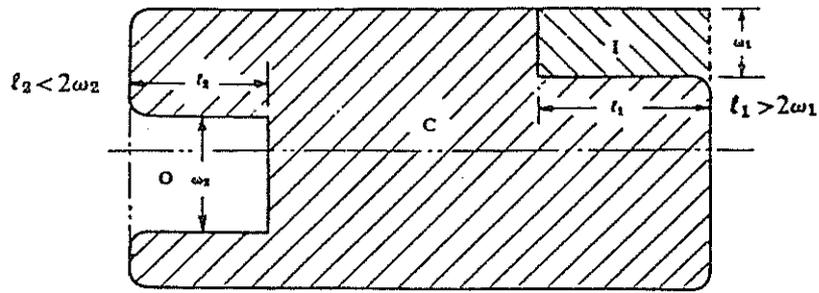


Fig. 10

SHIPS WITH ROUNDED GUNWALES

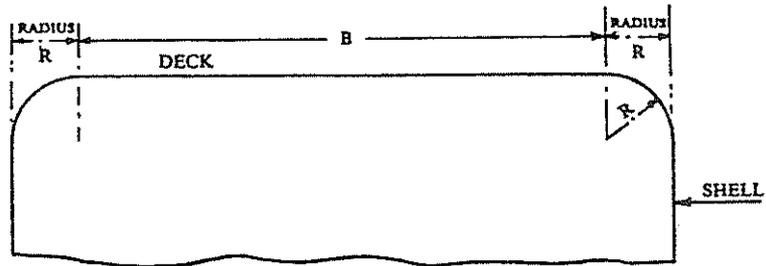


Fig. 11

### SCHEDULE 3

#### 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.

INTERNATIONAL TONNAGE CERTIFICATE (1969)

Issued under the provisions of the  
INTERNATIONAL CONVENTION ON TONNAGE MEASUREMENT  
OF SHIPS (1969)

under the authority of the States of Guernsey Board of Administration.

Name of Ship	Official Number	Port of Registry	Date*

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

MAIN DIMENSIONS

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

The tonnages of the Ship are:

GROSS TONNAGE .....  
NET TONNAGE .....

THIS IS TO CERTIFY  
that the tonnages of this ship have been determined in accordance with the  
provisions of the International Convention on Tonnage Measurement of Ships 1969.

Issued at ..... 19.....  
(place of issue of certificate) (date of issue)

The undersigned declares that he is duly authorised by the said States of  
Guernsey Board of Administration to issue this certificate

(signed) .....  
An authorised officer of the Board.

(Reverse side of Certificate)

SPACES INCLUDED IN TONNAGE

GROSS TONNAGE

NET TONNAGE

Name of space | Location | Length | Name of space | Location | Length

Underdeck

--

--

NUMBER OF PASSENGERS  
(Regulation 4 (1))

Number of passengers in  
cabins with not more  
than 8 berths .....

Number of other  
passengers .....

EXCLUDED SPACES  
(Regulation 2 (5))

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

MOULDED DRAUGHT  
(Regulation 4 (2))

Date and place of original measurement .....

Date and place of last previous re-measurement .....

REMARKS

PART II

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 United Kingdom of Great Britain and Northern Ireland.

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Name of Ship	Official Number	Port of Registry	Date*
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\*Date on which 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))
--------------------------	------------------------------	---

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The tonnages of the Ship are:

GROSS TONNAGE .....

NET TONNAGE .....

THIS IS TO CERTIFY

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

Issued at ..... 19.....  
(place of issue of certificate) (date of issue)

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

(signed) .....  
An authorised officer of the Department of Transport

(Reverse side of Certificate)

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