78

CAYMAN ISLANDS

Supplement No. 2 published with Gazette No. 11 of 1988.

THE MERCHANT SHIPPING (TONNAGE) (CAYMAN ISLANDS) REGULATIONS, 1988

(Price $8).

given to the Governor in Council to authorise Classification Societies to carry out surveys. These alterations have been made to reflect recent developments in United Kingdom legislation.

The treatment of foreign ships whilst within the territorial waters of the Cayman Islands is dealt with in Part V of the Regulations and provides for the inspection of their tonnage certificate while they are here (regulation 17).

The Regulations also implement the Interim Schemes for the Tonnage Measurement for Certain Ships, adopted by the International Maritime Organisation in Resolutions A.494(XII) and A.541(XIII). These Schemes permit the use of gross tonnage ascertained in accordance with the tonnage regulations previously in force to be used for the application of the rules and regulations made under the International Convention for the Safety of Life at Sea 1974 and the Protocol of 1978 relating to that Convention and the International Convention for the Prevention of Pollution from Ships 1973 and the Protocol of 1978 relating to that Convention (Regulations 19 and 20).

The International Maritime Organisation Resolutions are obtainable from the Organisation, 4 Albert Embankment, London SE1 7SR.

with the International Maritime Organisation Resolution A388(X) indicating the total tonnage of those tanks (regulation 8(1).

Part III applies to new Cayman Islands registered ship and certain existing ship of less than 12 metres in length from the date upon which these Regulations come into force and a new method of tonnage measurement is established for such ships. Such existing ships are those which have undergone alterations which result in a substantial variation in their existing gross tonnage or they are existing ships which the owner requests should be measured in accordance with Part III requirements (regulation 12).

Provision is made for net and gross tonnages to be measured in acordance with the Regulations (regulation 13) and for the Governor in Council or an authorised classification society to issue or cancel tonnage certificates (regulations 14 and 15).

Existing ships will continue to have their tonnages ascertained in accordance with the Regulations set out in Schedule 4 and the Appendices (regulation 16). Ships of 24 metres in length and over whose keel was laid before 18th July 1982 will generally continue to have their tonnages ascertained in accordance with the Regulations set out in Schedule 4 and the Appendices, until 17th July 1994 (regulation 16).

The Regulations set out in Schedule 4 and the Appendices are the same as the Tonnage Regulations previously in force save that the Regulations set out in paragraph 12 of Schedule 4 and paragraph 5 of Appendix 4 to Schedule 4 have been amended, and wider powers have been

THE MERCHANT SHIPPING (TONNAGE) (CAYMAN ISLANDS) REGULATIONS 1988

ARRANGEMENT OF REGULATIONS

EXPLANATORY NOTE

(This Note is not part of the Regulations.)

These Regulations revoke the Tonnage Regulations referred to in subsection (7) of section 1 of the Merchant Shipping Act 1965 extended to the Cayman Islands by Order in Council made on 11th March 1971, and re-enact those provisions (together with certain alterations thereto) in Schedule 4 and Appendices 1 to 5 of these Regulations.

The Regulations give effect to the International Convention on Tonnage Measurement of Ships 1969. Part II applies (a) to Cayman Islands ships of 24 metres in length or over whose keel was laid after 18th July 1982 and to certain ships of 24 metres in length or ones whose keel was laid before 13th July 1982, (b) to all such ships of 24 metres in length and over from 18th July 1994 and (c) to Cayman Islands ships of 12 metres in length and over whose keel is laid after the coming into force of the Regulations and to certain existing ships of 12 metres in length and over but less than 24 metres in length from the date upon which these Regulations come into force.

Provision is made for net and gross tonnages to be measured in accordance with the Regulations (regulations 4 to 7) and for the Governor in Council or an authorised classification society to issue or cancel tonnage certificates (regulations 9 and 10).

Where segregated ballast tanks complying with the International Convention for the Prevention of Pollution from Ships 1973 are provided in oil tankers, including combination carriers, an entry may be made on the International Tonnage Certificate (1969) in accordance

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	Distances in inches								
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	124.1	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
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

Made in Council this day of , 1988

Clerk of the Executive Council

B. Register Tonnage

PART III Modified and alternative tonnages and tonnage marks

APPENDIX 1 TO SCHEDULE 5

APPENDIX 2 TO SCHEDULE 5

Limitation of height of open floors and double bottoms, and of depths of frames and side brackets, for purposes of measurement of underdeck tonnage.

APPENDIX 3 TO SCHEDULE 5

Tonnage mark

APPENDIX 4 TO SCHEDULE 5

Position of tonnage marks

The Governor in Council, after consulation with the Secretary of State for Transport of the United Kingdom, in exercise of the powers conferred by section 1 of the Merchant Shipping Act 1965 as extended to the Cayman Islands on 11th March 1971 and by section 91 of the Merchant Shipping Act 1970 as extended to the Cayman Islands on 10th February 1988 and now vested in him and of all other powers enabling him in that behalf, hereby makes the following Regulations:

PART 1 - GENERAL

Citation, commencement, and revocation

1.- (1) These Regulations may be cited as the Merchant Shipping (Tonnage) (Cayman Islands) Regulations 1988.

(2) These Regulations shall come into operation on a date specified by the Governor by notice in the Gazette.

(3) Upon the coming into operation of these Regulations the tonnage regulations referred to in sub-section (7) of Section 1 of the Merchant Shipping Act 1965 shall cease to have effect.

Definitions

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;

"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

A Lt/Ds	B 12	C 13	D 14	E 15	F 16	G 17	H 18	I 19	J 20
Length Lt in feet	Distances in inches								
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
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

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 Lt in feet	Distances in inches								
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	4.7	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
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

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 Chief Marine Surveyor or any person authorised by the Chief Marine Surveyor for the purposes of these Regulations and includes in particular (if so authorised) 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;

"Chief Marine Surveyor" means the Chief Marine Surveyor appointed by the Governor under the Merchant Shipping (Applicable Conventions) Law 1987 or any person duly appointed by the Chief Marine Surveyor to act on his behalf;

"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 percent 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 1 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 1 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 1 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 1 hereto;

5. In the case of a ship to which load lines have been assigned the tonnage marks shall, subject to the provisions of paragraph 12 of Schedule 4 be placed in a position ascertained in accordance with the foregoing provisions of this Appendix with the apex of the identification triangle at a distance of 21 inches horizontally aft of the centre line of the load line disc:

"Provided 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. 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 Rules and placed centrally to a vertical line bisecting the identification triangle of the tonnage mark.

3. In the case of any ship of intermediate length or having an intermediate Lt/Ds 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.

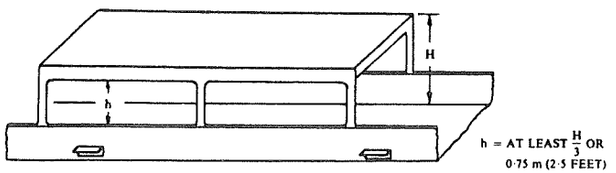
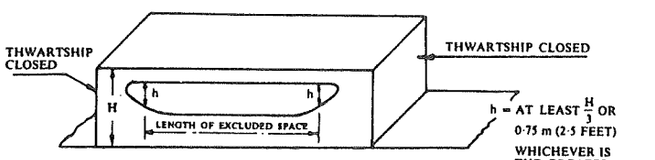


Fig. 7



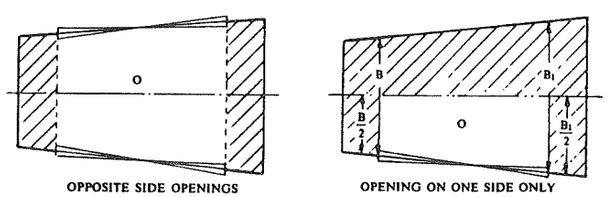


Fig. 8

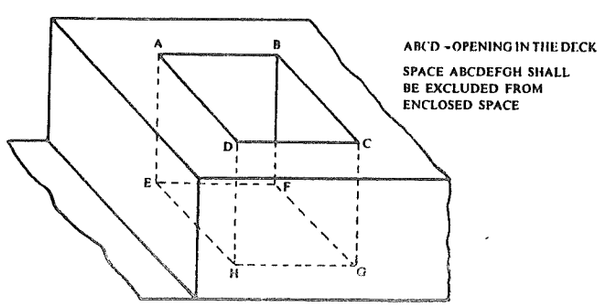


Fig. 9

(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 bulkwark and curtain plate may be fitted or stanchions fitted at the ships's side, provided that the distance between the top of the rails or the bulkwark 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 1 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 1 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 1 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 1 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;

"Governor" means the Governor in Council;

"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 stem, 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) (Cayman Islands) Rules 1988 and includes in relation to any ship not

APPENDIX 4 TO SCHEDULE 4

POSITION OF TONNAGE MARKS

Paragraphs 12 and 13 of Schedule 4

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 that Table-

(1) the length Lt 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;

(2) the depth Ds 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;

(3) the figures at the top of columns B to J represent the ratio Lt/Ds and the figures below in each column represent 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.

FIGURE 1

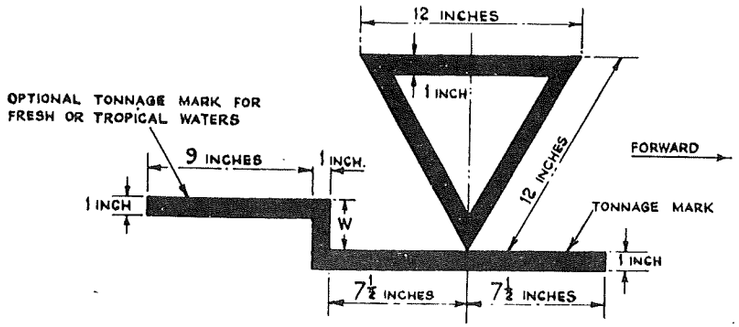
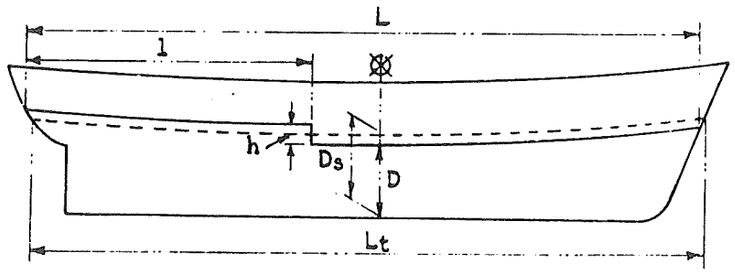
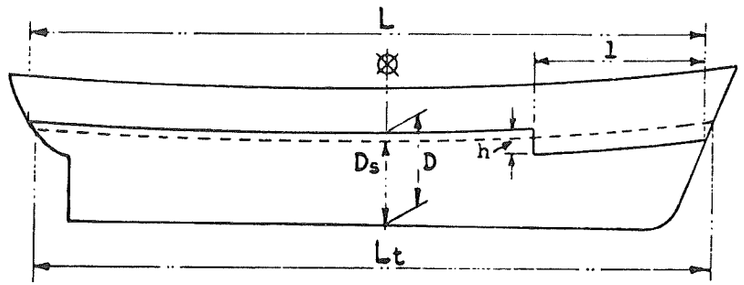


FIGURE 2

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



$$D_S = D + \frac{l}{L}h$$



$$D_S = D - \frac{l}{L}h$$

registered in the Cayman Islands 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);

(b) for passenger ships, the draught corresponding to the deepest subdivision load line assigned in accordance with the Merchant Shipping (Passenger Ship Construction) Regualtions 1980(a); or the Merchant Shipping (Passenger Ship Construction and Survey) Regulations 1984(a);

(c) for ships to which no load line has been assigned but the draught of which is restricted by the Governor, the maximum permitted draught;

(d) for other ships, 75 per cent of the moulded depth amidships as defined in this regulation;

"new ship" means, in relation to a ship of 24 metres in length or over, a ship the keel of which is laid, or which is at a similar stage of construction, on or after 18th July 1982, and in relation to a ship of under 24 metres in length, a ship the keel of which is laid, or which is at a similar stage in construction, on or after the date upon

---

(a) United Kingdom Regulations extended to the Cayman Islands by the Merchant Shipping (Safety Provisions) (Application) Order 1988.

APPENDIX 3 TO SCHEDULE 4

TONNAGE MARK

Paragraphs 12 and 13 of Schedule 4

1. Save as otherwise provided in paragraph 2, the tonnage mark shall consist as shown in Figure I of a horizontal line 15 inches long and 1 inch wide upon which shall be placed for identification purposes an inverted equilateral triangle, each side of which is 12 inches long and 1 inch wide, having its apex on the mid-point of the horizontal line.

2. In the case of a ship intended to operate in fresh or tropical waters as defined in the Load Line Rules (not being a ship on which tonnage marks have been placed in accordance with paragraph 12 of Schedule 4), 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. This additional line shall be 9 inches long and 1 inch wide measured from a 1 inch wide vertical line (shown marked "W" in Figure 1) at the after end of, and perpendicular to, that tonnage mark. In such a 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.

3. 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. They shall be so kept and maintained as to be plainly visible at all times save when submerged.

TABLE II

REGISTERED BREADTH in feet	MAXIMUM DEPTH OF FRAME in inches
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.

which these Regulations come into force, 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 percent of the estimated mass of all structural material whichever is the less;

"oil tanker" means a ship constructed or adapted primarily to carry oil in bulk in its cargo spaces and includes a combination carrier or a chemical tanker when it is carrying a cargo or part cargo of oil 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 nor the owner nor the charterer (if any) could have prevented; and

(c) a child under one year of age;

"the principal Act" means the Merchant Shipping Act 1894;

"ship" includes a pleasure yacht;

"surveyor" means a surveyor appointed by a Cerifiying Authority.

(2) In these Regulations, reference to an Act of the Parliament of the United Kingdom or to Regulations made in the United Kingdom shall be a reference to such an Act or to such Regulations as applied in or extended to the Cayman Islands.

PART II

APPLICATION, ASCERTAINMENT OF TONNAGE AND CERTIFICATION FOR NEW SHIPS AND CERTAIN EXISTING SHIPS OF 12 METRES IN LENGTH AND OVER

Application of Part II

3.- (1) This Part of these Regulations and Schedules 1,2 and 3 hereto shall apply to the following ships registered or to be registered in the Cayman Islands, being ships of 12 metres in length or over:

(a) new ships;

(b) existing ships to which regulation 16(1) of these Regulations would otherwise apply but which undergo alterations or modifications which result in a substantial variation in their existing gross tonnage;

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

(d) all ships of 24 metres in length or over with effect from 18th 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

TABLE 1

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	
in feet	in inches	in inches
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 interpolation.

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

5. Depth of frames

(1) Subject to sub-paragraph (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 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 sub-paragraphs (1) and (2) are exclusive of an allowance for sparring fitted on the toe of the frames.

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: Provided that neither the owner nor the master of any ship which has had its tonnage determined in accordance with the provisions set out in regulations 6 and 7 of these Regulations shall be required by this regulation to have the ship re-measured.

(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 Chief Marine Surveyor.

(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 Chief Marine Surveyor 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: $GT = K_1V$

where: V = total volume of all enclosesd spaces of the ship in cubic metres,

$K_1 = 0.2 + 0.02 \log_{10}V$ or as specified in Schedule 2.

Net tonnage

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

$$NT = K_2V_c \left(\frac{4d}{3D}\right)^2 + K_3 N_1 + \frac{N_2}{10}$$

where:

V_c = total volume of cargo spaces in cubic meters

$K_2 = 0.2 + 0.02 \log_{10}V_c$ or as specified in Schedule 2

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) of this Appendix as would be applicable in the case of a ship of the tonnage length of the ship undergoing measurement.

3. Bilge brackets

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

(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.

(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 of this Appendix, 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.

4. Allowance for ceiling

APPENDIX 2 TO SCHEDULE 4

LIMITATION OF HEIGHT OF OPEN FLOORS AND DOUBLE BOTTOMS, AND OF DEPTHS OF FRAMES AND SIDE BRACKETS, FOR PURPOSES OF MEASUREMENT OF UNDER-DECK TONNAGE

Paragraph 5
of Schedule 4

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

1. Open floors

(1) Any part of an open floor, other than a floor in the main space for 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.

(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 this paragraph shall also apply in the case of ships fitted with longitudinal floors and/or frames.

2. Double bottoms

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 the maximum height of double bottom applicable to

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

where GT = gross tonnage calculated in accordance with regulation 6

D = moulded depth amidships in meters

d = moulded draught amidships in meters

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

N_2 = number of other passengers

Provided that:

(a) the factor

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

shall not be taken as greater than unity

(b) the term

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

shall not be taken as leass 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.

Segregated ballast oil tankers

8. 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 following formula:

$$K_1 \times V_b$$

where: $K_1 = 0.2 + 0.02 \log_{10} V$ or as specified in Schedule 2

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.

CERTIFICATION

Issue of certificates

9. The Certifying Authority shall, upon receipt of the appropriate fee, issue to the owner of every ship registered in the Cayman Islands, the tonnages of which have been ascertained in accordance with regulations 6 and 7 of these Regulations, in the case of a ship of 24 metres in length or over, an International Tonnage Certificate (1969) and in the case of a ship of under 24 metres in length, a Cayman Islands Tonnage Certificate. Each such Certificate shall be in the form set out in Schedule 3 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 Tonnage Certificate shall cease to be valid and shall be delivered up

dividing the result by 100.

RULE II

Measurement of tonnage below the upper deck where measurement in accordance with Rule I is impracticable

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 the 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.

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.

of the space.

6. Propelling machinery space

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

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 floors, allowance being made for ceiling if fitted; for amidship spaces 3 equally spaced breadths shall be used and for spaces abaft amidships 3 equally spaced breadths shall be used for lengths up to 30 feet, 5 equally spaced breadths for lengths over 30 feet to 50 feet and 7 equally spaced breadths for lengths over 50 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 100 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 100, be the tonnage of the space.

7. Shaft bossings and appendages

The tonnage of shaft bossings and other appendages referred to in paragraph 5(b) of Schedule 4 shall be ascertained by measuring the internal cubic capacity of the space as accurately as practicable and

to and cancelled by the Certifying Authority.

(2) When a ship is transferred from the Cayman Islands Register the Tonnage Certificate shall cease to be valid except upon the transfer of a ship of 24 metres in length or over to the Administration of a state which is a Contracting Government in which case

(a) the International Tonnage Certificate (1969) 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, and

(b) 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 International Tonnage Certificate (1969) 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 or the Merchant Shipping (Passenger Ship Construction and Survey) Regulations 1984 and load lines in accordance with the Merchant Shipping (Load Lines) (Cayman Islands) Rules 1988, 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 Cayman Islands is re-registered in the Cayman Islands;

(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 NEW SHIPS OF LESS THAN 12 METRES IN LENGTH

Application of Part III

12.- (1) This Part of these Regulations shall apply to the following

tonnage of the break.

4. Poop, bridge and forecastle

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 2 equal parts for lengths of 50 feet or under, 4 equal parts for lengths over 50 feet but not exceeding 225 feet, and 6 equal parts for lengths exceeding 225 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 the underside of the deck over. Numbering these breadths from the foremost terminal point, the even numbered breadths shall be multiplied by 4 and the odd numbered, other than the first and last, by 2. 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 betwen the breadths, and the area thus obtained shall be multiplied by the mean height of the poop, bridge or forecastle. The product divided by 100 shall be the tonnage of the poop, bridge or forecastle.

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

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 100, be the tonnage

(3) These breadths shall be numbered from the stem, the stem being number 1. The even numbered breadths shall be multiplied by 4 and the odd numbered, other than the first and last, by 2. 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 area 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 100 shall be the tonnage of the betweendeck space.

3. Breaks in the upper deck

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 2 equal parts for lengths of 50 feet or less, 4 equal parts for lengths above 50 feet but not more than 225 feet and 6 equal parts for lengths over 225 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 4 and the odd numbered, other than the first and last, by 2. 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 100 shall be the

ships registered or to be registered in the Cayman Islands, being ships of less than 12 metres in length:

(a) new ships;

(b) existing ships to which regulation 16 of these Regulations would otherwise apply but which undergo alterations or modifications which result in substantial variation of their existing gross tonnage;

(c) existing ships, if the owner so requests.

(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

13.- (1) The tonnage of a ship to which this Part applies shall be the sum of -

(a) the product of multiplying together its overall length, breadth and depth, and multiplying the resultant figure by 0.16; and

(b) the tonnage of any break or breaks defined in paragraph 3 and calculated in accordance with the provisions of that paragraph.

(2) The overall length of a ship for this purpose shall be the distance between the foreside of the foremost fixed permanent structure and the aftside of the aftermost fixed permanent structure of the ship.

(3) The breadth of a ship 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.

(4)(a) The depth of a ship for this purpose shall be measured vertically midway between the foremost and aftermost points of measurement of its length.

(b) The upper terminal point for depth shall be -

(i) in the case of a decked ship, the underside of the uppermost continuous 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 ship plus the full deck camber;

(ii) in the case of an open ship, the top of the upper strake or gunwale.

(c) The lower terminal point for depth shall be -

(i) in the case of a wooden ship, the upper side of planking at side of keel or hog;

(ii) in the case of a metal ship, the top of plating at side of keel;

(iii) in the case of a glass reinforced plastic ship, the inside of 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 10 centimetres, whichever gives the lesser depth.

(d) Where a break exists in way of the point of measurement for depth, the height of the break shall not be included in the

multiplied by 4 and the odd numbered areas, other than the first and last, by 2; 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 100 shall be the underdeck tonnage of the ship exclusive of the tonnage of spaces to be included therein pursuant to paragraph 5(b) of Schedule 2 (appendages).

2. Betweendeck space between the second deck and the upper deck

(1)(a) 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 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.

(b) 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 betweendeck space shall be measured in such a case by reference to the line of the deck so extended.

(2) 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 betweendeck space.

mean of the fall; if the top of the double bottom rises from the middle plane, a corresponding correction shall be deducted from the depth.

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.

(b) If the depth so obtained does not exceed 16 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 4 equal parts; depths in excess of 16 feet shall be divided into 6 equal parts.

(c) At the point of division between each of the parts obtained in accordance with sub-paragraph (b) 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 4 and the others, with the exception of the first and last, by 2; 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; and even numbered areas shall be

measurement of depth.

(5) A break for the purpose of paragraph (1)(b) of this Regulation 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 multiplying the product by 0.35.

(6) In the case of a catamaran or trimaran the tonnage of each hull shall be measured separately, using the breadth of each hull for the purposes of its measurement, and the sum of such tonnages shall be the tonnage of the ship.

(7) All measurements shall be taken and expressed in metres to the nearest centimetre.

(8) Tonnage shall be expressed to two decimal places, the second decimal place being increased by 1 if the third decimal place is 5 or more.

CERTIFICATION

Issue of certificates

14. The Certifying Authority shall, upon receipt of the appropriate fee, issue to the owner of every ship registered in the Cayman Islands, the tonnage of which has been ascertained in accordance with regulation 13 of these Regulations, a Cayman Islands Tonnage Certificate in the form set out in Schedule 3 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

15.- (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 Cayman Island Tonnage Certificate 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 Cayman Islands Register the Cayman Islands Tonnage Certificate shall cease to be valid.

PART IV

APPLICATION, ASCERTAINMENT OF TONNAGE AND CERTIFICATION FOR EXISTING SHIPS

Application of Part IV

16.- (1) This Part of these Regulations shall apply to existing ships registered or to be registered in the Cayman Islands.

(2) This Part of these Regulations shall not apply to existing ships referred to in regulations 3(1)(b) and (c) and 12(1)(b) and (c) of these Regulations.

sparring as the case may be. Such length so measured is hereafter referred to in this Appendix and in Appendix 2 to this Schedule 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 sub-paragraph (2), shall be divided into equal parts as shown in the following table:-

length 50 feet or under, into 4 equal parts;

length above 50 feet but not exceeding 120 feet, into 6 equal parts;

length above 120 feet but not exceeding 180 feet, into 8 equal parts;

length above 180 feet but not exceeding 225 feet, into 10 equal parts;

length above 225 feet, into 12 equal parts:

Provided that the length of any of the several parts obtained in accordance with sub-paragraph (2) may be divided into 2 equal parts if such length is 30 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. If the top of the double bottom falls from the middle plane of the ship, there shall be added to the depth the

13.- (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 Part II of this Schedule, the modified gross tonnage and modified register tonnage ascertained in accordance with the provisions of sub-paragraph (3) of paragraph 12.

(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 3 to this Schedule in a position determined in accordance with the provisions of Appendix 4.

(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. At all other times the gross and register tonnages of the ship shall be those ascertained in accordance with Part II of this Schedule.

APPENDIX 1 TO SCHEDULE 4

MEASUREMENT OF TONNAGE

RULE 1

Paragraph 2
of Schedule 4

1. Underdeck tonnage

(1) The length of the tonnage deck shall be measured in 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

(3) Ships of 24 metres the length and over to which this Part of these Regulations applies shall, until 17th July 1994, continue to have their tonnages ascertained in accordance with the provisions of the Tonnage Regulations set out in Schedule 4 and Appendices 1 to 4 thereto.

(4) Ships of less than 24 metres in length to which this Part of these Regulations applies shall continue to have their tonnages ascertained in accordance with the provisions of the Tonnage Regulations set out in Schedule 4 and Appendices 1 to 4 thereto.

PART V

FOREIGN SHIPS WHILST WITHIN THE CAYMAN ISLANDS OR THE TERRITORIAL WATERS THEREOF

Acceptance of foreign tonnage certificates

17.- (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 Cayman Islands or the territorial waters thereof it may be subject to inspection by a person duly authorised by the Governor 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

18.-(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 of 24 metres in length or over 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 Regualtions and issue a Cayman Islands Tonnage Certificate. In such cases the certificate will bear the endorsement "for use only whilst within the Cayman Islands or the territorial waters thereof".

(2) Existing Ships

(a) The Certifying Authority may, at the request of the Administration of a Contracting Government, ascertain the gross

(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 sub-paragraph (3) of this paragraph instead of the gross tonnage and register tonnage ascertained in accordance with Part II of this Schedule.

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

(a) for references to the upper deck in-

paragraph 4(1)(c) and (e), and (3);

paragraph 7;

paragraph 8(2);

paragraph 10(j);

the definition of "propelling machinery space" in the definitions at the beginning of this Schedule and Appendix 1, paragraphs 3, 5 and 6,

there shall be substituted references to the second deck; and

(b) paragraph 4(1)(b) and paragraph 2 of Rule I of Appendix 1 shall be omitted.

(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 3 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 4.

Alternative tonnages

tonnage of the propelling machinery space;

(ii) in the case of ships propelled by paddle wheels, 1 1/2 times the tonnage of the propelling machinery space:

Provided that-

(i) in no case save that of tugs intended to be used exclusively as such shall the allowance exceed 55 per cent. of that portion of the tonnage of the ship which remains after deducting from its gross tonnage the deductions authorised by paragraph 9(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 III

MODIFIED AND ALTERNATIVE TONNAGES AND TONNAGE MARKS

Modified gross and register tonnage of ships with certain freeboards

12.- (1) This paragraph shall apply to a ship in respect of which greater than minimum freeboards have been assigned under the Load Line Rules and the positions of the load lines:

(a) are 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) are such that the uppermost load line is not higher than the position of the tonnage mark determined in accordance with Appendix 4 to this Schedule.

and net tonnages of an existing foreign ship of 24 metres in length or over 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 of 24 metres in length or over, ascertain the gross and net tonnages of the ship in accordance with Part IV of these Regulations until 17th July 1994. In such cases a Cayman Islands Tonnage Certificate shall be issued.

PART VI

INTERIM SCHEME FOR TONNAGE MEASUREMENT FOR CERTAIN SHIPS

Application of Part VI in respect of the International Convention for the Safety of Life at Sea

19.-(1) The Chief Marine Surveyor may, at the written request of an owner of a Cayman Islands ship required to be measured and certified in accordance with Part II of these Regulations:

(a) which is a ship the keel of which was laid or was at a similar stage of construction not later than 31st December 1985; or

(b) which is a cargo ship of less than 1600 tons gross tonnage as ascertained in accordance with regulation 16(3) of these Regulations, the keel of which is laid or is at a similar stage of construction before 18th 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 set out in Schedule 4 and Appendices 1 to 4 thereto, 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 and the Protocol of 1978 relating to that Convention.

(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 that certificate shall be endorsed with the following endorsement:

"The above gross tonnage has been measured by the Certifying Authority of the Cayman Islands 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".

Application of Part VI to the International Convention on the Prevention of Pollution from Ships

20.-(1) The Chief Marine Surveyor may, at the request of an owner of a

(c) to (j) unless it is certified by a surveyor to be reasonable in extent, and properly constructed, for its purpose and is permanently marked by a notice stating that purpose.

Allowance for propelling machinery space

11. The tonnage allowance for propelling machinery space to be deducted pursuant to paragraph 9(b) shall be determined as follows:-

(a) in the case of ships propelled by screws-

(i) if the tonnage of the propelling machinery space is 13 per cent. or over but less than 20 per cent. of the gross tonnage the allowance shall be 32 per cent. of the gross tonnage;

(ii) if the tonnage of the propelling machinery space is less than 13 per cent. of the gross tonnage the allowance shall be that lesser percentage of the gross tonnage multiplied by 32/13;

(b) in the case of ships propelled by paddle wheels:-

(i) if the tonnage of the propelling machinery space is 20 per cent. or over but less than 30 per cent. of the gross tonnage the allowance shall be 37 per cent. of the gross tonnage;

(ii) if the tonnage of the propelling machinery space is less than 20 per cent. of the gross tonnage the allowance shall be that lesser percentage of the gross tonnage multiplied by 37/20;

(c) in the case of ships to which sub-paragraphs (a) and (b) do not apply, the allowance shall be-

(i) in the case of ships propelled by screws, 1 3/4 times the

(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, electricans, 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;

(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 2 1/2 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 so to be deducted, when added to the tonnage of spaces appropriated for water ballast not included in the gross tonnage of the ship consisting of the double bottom space, space below bottom floor level or space above the upper deck, does not exceed 19 per cent. of the ship's gross tonnage:

Provided that no deductions shall be made-

(i) in respect of any space specified in sub-paragraph (b) unless it is certified by the Chief Marine Surveyor as complying with all applicable provisions as to crew accommodation contained in the Merchant Shipping Acts 1894 to 1970 and regulations made thereunder; and

(ii) in respect of any space specified in sub-paragraphs (a) or

Cayman Islands ship required to be measured and certified in accordance with Part II of these Regulations:

(a) which is an oil tanker of less than 150 tons gross tonnage as ascertained in accordance with regulation 16(3) of these Regulations, the keel of which is laid or is at a similar stage of construction before 18th July 1994; or

(b) which is a ship (other than an oil tanker) of less than 400 tons gross tonnage as ascertained in accordance with regulation 16(3) of these Regulations, the keel of which is laid or is at a similar stage of construction before 18th 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 Regualtions set out in Schedule 4 hereto and Appendices 1 to 4 thereto, and to use this tonnage for the purpose of application of the provisions of regulations implementing the International Convention for the Prevention of Pollution from Ships 1973 and the Protocol of 1975 relating to that Convention.

(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 A541(XIII)".

(3) Where the gross tonnage is ascertained in accordance with paragraph (1) above and an International Oil Pollution Prevention 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 Cayman Islands 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

PENALTIES

Penalties

21.-(1) Any owner or master of a new ship of 24 metres in length or over who fails to make it available for measurement as required by regulation 4(1) of these Regulations within 6 months after the coming into operation of these Regulations shall be guilty of an offence and liable on summary conviction to a fine not exceeding five hundred dollars.

(2) Any owner or master who fails without reasonable cause to deliver up a certificate for cancellation as required by regulations 10(1) or 15(1) or paragraph 3(3) of Part I of Schedule 4 of these Regualtions shall be guilty of an offence and liable on summary conviction to a fine not exceeding five hundred dollars.

B. REGISTER TONNAGE

Ascertainment of register tonnage

9. Subject to the provisions of the Part III of this Schedule, the register tonnage of a ship shall be the tonnage obtained by deducting from its gross tonnage-

(a) the tonnage of spaces specified in pargaraph 10, and

(b) the tonnage allowance for propelling machinery space described in paragraph 11:

Provided 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.

Space to be deducted

10. The spaces referred to in paragraph 9(a) are:-

(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 15 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;

(c) to ships registered elsewhere than in the Cayman Islands in respect of which application is made for a certificate of British tonnage pursuant to regulation 18(2)(b) of Part V of these Regulations.

(2) Without prejudice to the provisions of paragraph 7, 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 22nd October 1975, 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 the Cayman Islands, 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-

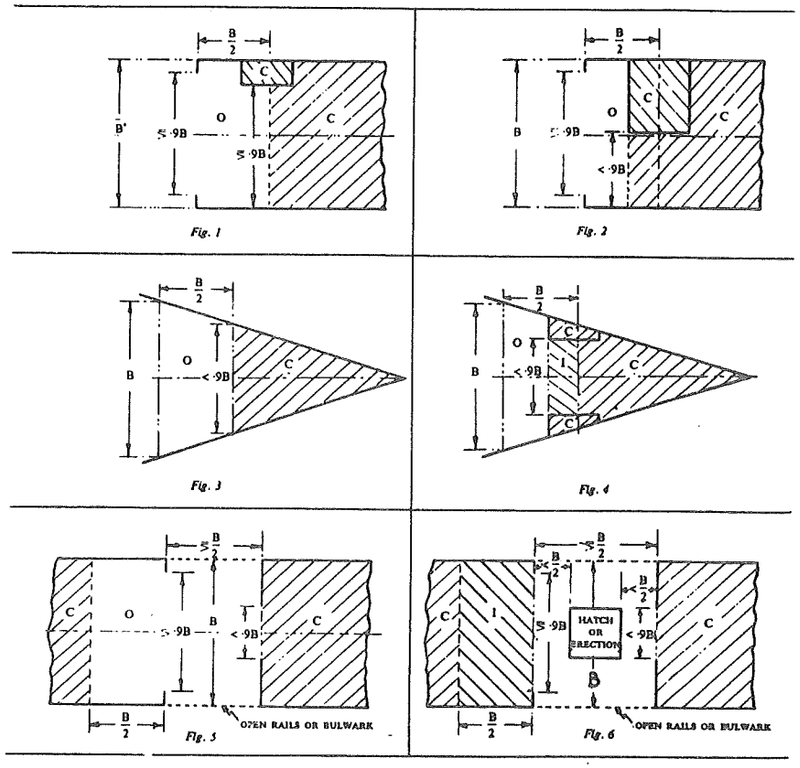
(i) there has been no change since the date on which the tonnage of the ship was last measured in the purpose for which the space is used; and

(ii) in the case of a ship described in sub-paragrpah (1)(b) or (c), the space is such that it would not, had the ship been registered in the Cayman Islands prior to 22nd October 1975 with the openings unclosed, have been included in her gross tonnage.

SCHEDULE 1

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.



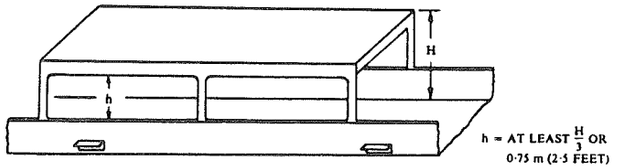


Fig. 7

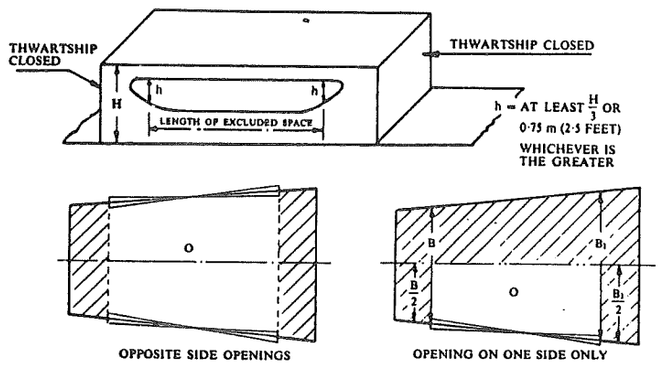


Fig. 8

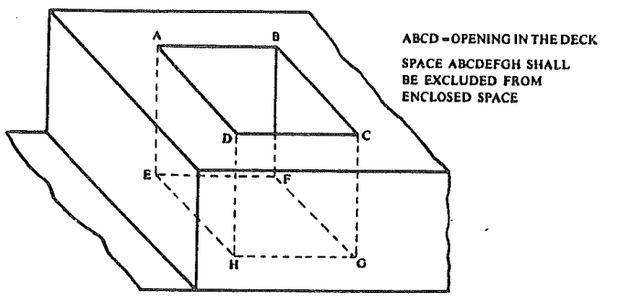


Fig. 9

(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 10 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:

Provided that this paragraph shall not apply in any case other than that specified at sub-paragraph (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

8.-(1) Sub-paragraph (2) of this paragraph applies:-

(a) to ships registered in the Cayman Islands before 22nd October 1975 the tonnage of which is to be measured under this Schedule; and

(b) to ships previously registered elsewhere than in the Cayman Islands which are to be so registered; and

6. 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 paragragh 5 of Rule 1 of Appendix 1 to this Schedule and from the aggregate thereof there shall be deducted 1/2 of 1 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.

Closed-in spaces on or above the upper deck not to be included in gross tonnage

7. 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:-

(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;

(g) companions and access hatches serving as protection for stairways or ladderways leading to space below, and openings over such stairways and ladderways;

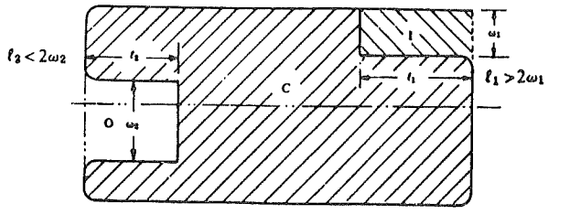


Fig. 10

SHIPS WITH ROUNDED GUNWALES

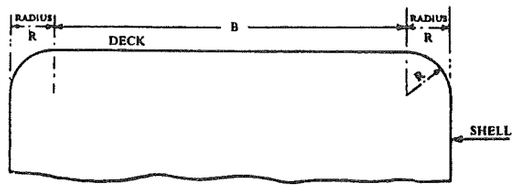


Fig. 11

SCHEDULE 2

Coefficients K1 and K2 Referred to in Regulations 6,7 and 8

V or Vc = Volume in cubic metres

V or V_c	K_1 or K_2	V or V_c	K_1 or K_2	V or V_c	K_1 or K_2	V or V_c	K_1 or K_2
10	0.2200	45000	0.2931	330000	0.3104	670000	0.3165
20	0.2260	50000	0.2940	340000	0.3106	680000	0.3166
30	0.2295	55000	0.2948	350000	0.3109	690000	0.3168
40	0.2320	60000	0.2956	360000	0.3111	700000	0.3169
50	0.2340	65000	0.2963	370000	0.3114	710000	0.3170
60	0.2356	70000	0.2969	380000	0.3116	720000	0.3171
70	0.2369	75000	0.2975	390000	0.3118	730000	0.3173
80	0.2381	80000	0.2981	400000	0.3120	740000	0.3174
90	0.2391	85000	0.2986	410000	0.3123	750000	0.3175
100	0.2400	90000	0.2991	420000	0.3125	760000	0.3176
200	0.2460	95000	0.2996	430000	0.3127	770000	0.3177
300	0.2495	100000	0.3000	440000	0.3129	780000	0.3178
400	0.2520	110000	0.3008	450000	0.3131	790000	0.3180
500	0.2540	120000	0.3016	460000	0.3133	800000	0.3181
600	0.2556	130000	0.3023	470000	0.3134	810000	0.3182
700	0.2569	140000	0.3029	480000	0.3136	820000	0.3183
800	0.2581	150000	0.3035	490000	0.3138	830000	0.3184
900	0.2591	160000	0.3041	500000	0.3140	840000	0.3185
1000	0.2600	170000	0.3046	510000	0.3142	850000	0.3186
2000	0.2660	180000	0.3051	520000	0.3143	860000	0.3187
3000	0.2695	190000	0.3056	530000	0.3145	870000	0.3188
4000	0.2720	200000	0.3060	540000	0.3146	880000	0.3189
5000	0.2740	210000	0.3064	550000	0.3148	890000	0.3190
6000	0.2756	220000	0.3068	560000	0.3150	900000	0.3191
7000	0.2769	230000	0.3072	570000	0.3151	910000	0.3192
8000	0.2781	240000	0.3076	580000	0.3153	920000	0.3193
9000	0.2791	250000	0.3080	590000	0.3154	930000	0.3194
10000	0.2800	260000	0.3083	600000	0.3156	940000	0.3195
15000	0.2835	270000	0.3086	610000	0.3157	950000	0.3196
20000	0.2860	280000	0.3089	620000	0.3158	960000	0.3196
25000	0.2880	290000	0.3092	630000	0.3160	970000	0.3197
30000	0.2895	300000	0.3095	640000	0.3161	980000	0.3198
35000	0.2909	310000	0.3098	650000	0.3163	990000	0.3199
40000	0.2920	320000	0.3101	660000	0.3164	1000000	0.3200

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

or 2 feet 6 inches, whichever is the greater;

(d) a passage way at the ship's side, unless it is 4 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 3 feet or more of its width and is exposed to the weather; and

(f) any space having an opening in the deck over 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.

Underdeck tonnage

5. The underdeck tonnage of a ship shall be the sum of-

(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 1 of Rule 1 of Appendix 1 to this Schedule, but subject to such limitations specified in Appendix 2 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.

Tonnage of hatchways

(ii) they are permanently marked by a 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 1, that tonnage shall be included instead of the tonnages specified at (a) and (b) in sub-paragraph (1).

(3) For the purpose of this Schedule and Appendices 1 to 5 the expression "permanently closed-in spaces on or above the upper deck" shall include:-

(a) a poop, bridge or forecastle notwithstanding the presence of an opening in the end transverse bulkhead thereof, unless the opening extends from deck to deck for 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 4 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

SCHEDULE 3

INTERNATIONAL TONNAGE CERTIFICATE (1969)

Issued under the provision of the

INTERNATIONAL CONVENTION ON TONNAGE MEASUREMENT OF SHIPS (1969)

under the authority of the Government of the Cayman Islands.

Name of Ship	Official Number	Port of Registry	*Date

*Date on which keel was laid or the ship was at a similiar 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 appropiate.

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 Government to issue this certificate

(signed) .....
An authorised officer of the Government of the Cayman Islands.

CAYMAN ISLANDS TONNAGE CERTIFICATE

SHIPS THE LENGTH OF WHICH IS 12 METRES OR OVER BUT LESS THAN 24 METRES

Issued under the provisions of the

THE MERCHANT SHIPPING (TONNAGE) (CAYMAN ISLANDS) REGULATIONS 1988

under the authority of the Government of the Cayman Islands.

Name of Ship	Official Number	Port of Registry	*Date

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

MAIN DIMENSIONS

Length	Breadth	Moulded Depth amidships to Upper Deck

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 Merchant Shipping (Tonnage) (Cayman Islands) Regulations 1988.

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 Government of the Cayman Islands.

gross tonnage of a ship shall be the sum of:-

(a) the underdeck tonnage of the ship ascertained in accordance with the provisions of paragraph 5 and paragraph 1 of Rule I of Appendix 1 to this Schedule;

(b) the tonnage of betweendeck space between the second deck and the upper deck ascertained in accordance with the provisions of paragraph 2 of the said Rule I;

(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 6;

(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 7, ascertained in accordance with the provisions of paragraphs 3, 4 and 5 of the said Rule I;

(d) the tonnage of hatchways described in paragraph 6, ascertained in accordance with the provisions of that paragraph and paragraph 5 of the said Rule I;

(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, ascertained in accordance with the provisions of paragraph 5 of the said Rule I, subject to the conditions that:-

(i) the owner of the ship has made written application to the Certifying Authority for the inclusion of such spaces in the propelling machinery space of the ship;

thereof specified in paragraph 4(1);

(d) its register tonnage and the deductions and allowances made pursuant to paragraphs 10 and 11 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 12 or to which alternative tonnages have been assigned in accordance with paragraph 13, particulars of the spaces the tonnage of which has been excluded by virtue of the provisions of paragraph 12 or paragraph 13, 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 British 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 II

A. GROSS TONNAGE

Components of gross tonnage

4.-(1) Subject to the provisions of Part III of this Schedule, the

(Reverse side of Certificate)

SPACE INCLUDED IN TONNAGE

Name of Space	Location	Length	Name of Space	Location	Length

NUMBER OF PAGENGERS

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

Number of other passengers .....

EXCLUDED SPACES

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

MOULDED DRAUGHT

Date and place of original measurement .....

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

REMARKS:

CAYMAN ISLANDS TONNAGE CERTIFICATE (1969)

(SHIPS LESS THAN 12 METRES IN LENGTH)

Issued under the provisions of the

THE MERCHANT SHIPPING (TONNAGE) (CAYMAN ISLANDS) REGULATIONS 1988

under the authority of the Government of the Cayman Islands.

Name of Ship	Official Number	Port of Registry	*Date

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

MAIN DIMENSIONS

Length	Breadth	Moulded Depth amidships to Upper Deck

The tonnages of the Ship are:

GROSS TONNAGE .....

THIS IS TO CERTIFY
that the tonnage of this ship has been determined in accordance with the provisions of the Merchant Shipping (Tonnage) (Cayman Islands) Regulations 1988.

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 Government of the Cayman Islands.

measured in the manner specified in Rule II of Apendix 1 and in the case of a ship so measured the provisions of paragraphs 12 and 13 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 sub-paragraph (3) direct such tonnage to be measured in accordance with sub-paragraph (2) and furnish the particulars of such measurement to the Registrar of Shipping, 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 fractions of a foot, and such fractions shall be expressed in decimals.

(6) Tonnage in relation to any ship or space in a ship shall be measured in terms of cubic capacity, 100 cubic feet representing one ton.

Certificates of tonnage

3.-(1) The Certifying Authority shall issue to the owner of every ship registered in the Cayman Islands the tonnage of which has been ascertained in accordance with this Schedule, a certificate of British 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 registered dimensions;

(c) its gross tonnage and the tonnage of each of the components

shall in the case of an open ship be taken to be the upper edge of the upper strake of the gunwale.

PART I

Ascertainment of tonnage

1. 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 the Cayman Islands shall be ascertained in accordance with this Schedule: provided that in the case of novel types of craft with constructional features which render the application of the proisions of this Schedule unreasonable or impracticable, the tonnage shall be determined as required by the Chief Marine Surveyor.

Method of Measurement

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

(2) Subject to sub-paragraph (3) of this paragraph, the tonnage of a ship shall be measured in the manner specified in Rule I of Appendix 1 and in Appendix 2 to this Schedule.

(3) In any case in which the surveyor is satisfied that by reason of the ship's being laden or otherwise measurement of the tonnage of the ship below the upper deck in accordance with sub-paragraph (2) of this paragraph is not reasonably practicable such tonnage shall be

(Reverse side of Certificate)

SPACE INCLUDED IN TONNAGE					
Name of Space	Location	Length	Name of Space	Location	Length

NUMBER OF PAGENGERS

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

Number of other passengers .....

EXCLUDED SPACES

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

MOULDED DRAUGHT

Date and place of original measurement .....

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

REMARKS:

SCHEDULE 4

TONNAGE REGULATIONS APPLICABLE TO SHIPS

REFERRED TO IN PARTS III, IV, V AND VI

Definitions

In addition to the definitions prescribed in regulation 2, in this Schedule and Appendices 1 to 5 inclusive, unless the context otherwise requires:

"the 1965 Act" means the Merchant Shipping Act 1965;

"crew accommodation" has the same meaning as in section 20(7) of the Merchant Shipping Act 1970;

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

"propelling machinery space" means space below the upper deck appropriated for the main or auxilliary 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 3/4 of 1 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 24 or more than 96 hours steaming for the ship at maximum speed;

and shall also include framed-in spaces on or above the upper deck described in paragraph 4(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 continous for this purpose notwithstanding the presence in it of-

(i) openings serving propelling machinery space or leading to ladderways 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 4 feet;

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

"upper deck" 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