

Extract from: Statutory Instrument 1997 No. 1510
The Merchant Shipping (Tonnage) Regulations 1997
**APPLICATION, ASCERTAINMENT OF TONNAGE AND CERTIFICATION FOR
UNITED KINGDOM SHIPS OF LESS THAN 24 METRES IN LENGTH, OTHER THAN
FISHING VESSELS**

(2) The tonnage of a ship shall be the sum of -

(a) the product of multiplying together its length overall, extreme breadth over the outside hull and depth in metres and multiplying the resultant figure by 0.16; and

(b) the tonnage of any break or breaks, calculated for each break by multiplying together its mean length, mean breadth and mean height in metres and multiplying the resultant figure by 0.35.

"length overall" means the distance between the foreside of the foremost fixed permanent structure and the afterside of the aftermost permanent structure;

(3) For the purpose of this Part -

(a) the breadth of a ship 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;

(b) the depth of a ship shall be measured vertically at the midpoint of the length overall.

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

(aa) in the case of a decked ship, the underside of the deck on the middle line or, if there is no deck on the middle line at the point of measurement, the underside of the deck at the side of the ship plus the full deck camber;

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

(ii) The lower terminal point of depth shall be -

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

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

(cc) in the case of a glass reinforced plastic ship, the inside of the hull. Where no keel member is fitted and the keel is of open trough construction, the lower terminal point for depth shall be the top of the keel filling, if fitted, or the level at which the inside breadth of the trough is 10 centimetres, whichever gives the greater depth.

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

(4) The tonnage determined in accordance with paragraph (2) shall be the gross tonnage and net tonnage.

(5) In the case of a multi-hull ship the tonnage of each hull shall be measured

separately and the sum of such tonnages shall be used in computing the tonnage referred to in paragraph (2).

(6) All measurements used in the calculations of volumes shall be taken and expressed in metres to the nearest one hundredth of a metre.

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

(8) On completion of the measurement the surveyor or measurer, as the case may be, shall forward to the Secretary of State a Certificate of Measurement in a form approved by the Secretary of State.

(9) 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 tonnage, the existing measurement shall cease to be valid, any certificate shall be delivered up to and cancelled by the issuer and the owner of the ship shall make an application for it to be remeasured in accordance with paragraph (1).

(10) Notwithstanding paragraph (2) nothing in this Part shall be taken to require any ship the tonnage of which was validly determined under the law in force immediately before the coming into force of these Regulations to have its tonnage re-determined.