

CAYMAN ISLANDS



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THE MERCHANT SHIPPING LAW (2001 REVISION)

THE MERCHANT SHIPPING (TONNAGE) REGULATIONS, 2002

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THE MERCHANT SHIPPING LAW (2001 REVISION)

THE MERCHANT SHIPPING (TONNAGE) REGULATIONS, 2002

The Governor in Council, in exercise of the powers conferred on him by section 50 of the Merchant Shipping Law (2001 Revision) makes the following Regulations:

PART I - GENERAL

1. These Regulations may be cited as the Merchant Shipping (Tonnage) Regulations, 2002.

2. 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), except in the case of a ship of less than 24 metres in length when it means the mid-point of the length overall;

“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;

“break” means the space bounded longitudinally by a side to side upward step in the lowest line of the upper deck and another such step or the end of the ship, transversely by the sides of the ship and vertically by the higher part of the deck and the lowest line of the upper deck continued parallel thereto;

“cargo spaces” means enclosed spaces which are appropriated for the transport of cargo to be discharged from the ship;

“Certifying Authority” means the Director or any person authorised by the Director for the purposes of these Regulations;

“Contracting Government” means the Government of a country which has accepted the International Convention on Tonnage Measurement of Ships, 1969, and “non-Contracting Government” shall be construed accordingly;

“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, subject to paragraph (f), any of the spaces specified in paragraphs (a) to (e)-

(a) that part of an enclosed space within an erection opposite an end opening and extending from the opening to an athwartship line at a fore and aft distance from the opening equal to half the breadth of the deck at the line of the opening. Such end opening shall have a breadth equal to or greater than 90 per cent of the breadth of the deck at the line of the opening and shall extend from deck to deck or to a curtain plate of a depth not exceeding by more than 25 millimetres the depth of the adjacent deck beams, as specified in Figure 1 of the First Schedule: 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 the First Schedule, 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 the First Schedule;

(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 the First Schedule;

Citation

Interpretation

(b) a space under an overhead deck covering open to the sea and weather having no other connection on the exposed sides with the body of the ship than the stanchions necessary for its support. In such a space, open rails or a bulwark and curtain plate may be fitted or stanchions fitted at the ship's side, provided that the distance between the top of the rails or the bulwark and the curtain plate is not less than 0.75 metres or one-third of the height of the space, whichever is greater, as specified in Figure 7 of the First Schedule;

(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 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 the First Schedule;

(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 the First Schedule;

(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 the First Schedule;

(f) notwithstanding the provisions of paragraphs (a) to (e) inclusive, any space listed in those paragraphs which fulfils 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; and
- (iii) the construction provides any possibility of such openings being closed;

“Law” means the Merchant Shipping Law (2001 Revision);

“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) the 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 points and measurements being taken respectively at and along a waterline at 85 percent 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;

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

“Load Line Regulations” means the Merchant Shipping (Load Line) Regulations, 2002 and includes in relation to any ship not registered in the Cayman Islands any corresponding rules or regulations of the country in which the ship is registered;

“MARPOL” means the International Convention for the Prevention of Pollution from Ships 1973, as modified by the Protocol of 1978 relating to that Convention;

“moulded depth”, and in case of a ship of less than 24 metres “depth”, means the vertical distance measured from the top of the keel of a metal ship, or in wood and composite ships from the lower edge of the keel rabbet, to the underside of the upper deck at side, or, in the case of a ship which is not fully decked, to the top of the upper strake or gunwale, provided that-

- (a) 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 measured from the point where the line of the flat of the bottom continued inwards cuts the side of the keel;
- (b) in the case of a glass reinforced plastic ship where no keel member is fitted and the keel is of open trough construction, the distance is measured from the top of the keel filling, if any, or the

level at which the inside breadth of the trough is 100 millimetres, whichever gives the lesser depth;

(c) in ships having rounded gunwales, the distance is 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; and

(d) where the upper deck is stepped and the raised part of the deck extends over the point at which the moulded depth is measured, the distance is measured to a line of reference extending from the lower part of the deck along a line parallel with the raised part; and 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 Regulations, the draught corresponding to the Summer Load Line (other than timber load lines);

(b) for passenger ships, the draught corresponding to the deepest subdivision load line assigned in accordance with Regulation 13 of Chapter II-1 of the Annex to SOLAS;

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

(d) for other ships, 75 per cent of the moulded depth amidships;

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

“similar stage of construction” means the stage at which-

(a) construction identifiable with a specific ship begins; and

(b) assembly of that ship has commenced comprising at least 50 tonnes or one per cent of the estimated mass of all structural material whichever is the less;

“SOLAS” means the International Convention for the Safety of Life at Sea, 1974 and the Protocol of 1978 relating to that Convention;

“STCW” means the International Convention on Standards of Training, Certification and Watchkeeping of Seafarers, 1978 as amended in 1995; and

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

PART II - APPLICATION, ASCERTAINMENT OF TONNAGE AND CERTIFICATION FOR CAYMAN ISLANDS SHIPS OF 24 METRES IN LENGTH AND OVER

3. This Part applies to ships, being ships of 24 metres in length or over, registered or to be registered in the Cayman Islands under Part II of the Law and for which the ascertainment of tonnage is required under Regulations made under section 50 of the Law.

4. (1) A ship shall be measured by a surveyor.

(2) The gross and net tonnages shall be determined in accordance with regulations 6 and 7 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 Director.

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

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

Application

Method of measurement

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 sufficiently detailed to facilitate checking.

Gross tonnage

6. The gross tonnage (GT) of a ship shall be determined by the following formula-

$$GT = K_1 V$$

where-

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

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

Net tonnage

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

where-

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

V_c = total volume of cargo space in cubic metres;
 $K_2 = 0.2 + 0.02 \log_{10} V_c$; d = moulded draught amidships in metres;
 D = moulded depth amidships in metres;

$$K_3 = 1.25 \left(\frac{GT + 10,000}{10,000} \right)^2$$

GT = gross tonnage calculated in accordance with regulation 6;
 N_1 = number of passengers in cabins with

not more than 8 berths; and

N_2 = number of other passengers;

Provided that-

(a) the factor-

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

shall not be taken as greater than unity

(b) the term;

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

shall not be taken as less than 0.25GT;

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

(d) NT shall not be taken as less than .30GT.

Segregated ballast oil tankers

8. Where segregated ballast tanks complying with Regulation 13 of Annex 1 of MARPOL, 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 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 the Second Schedule);

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

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

Issue of certificates

9. Where it is in order to do so, the Certifying Authority shall issue to the owner an International Tonnage Certificate (1969) in the form set out in the Convention certifying the tonnages of the ship and containing the particulars shown thereon. The official number of the ship shall be included as a distinctive number.

Cancellation of certificates

10. (1) Where alterations are made in the arrangement, construction, capacity, use of spaces, total number of passengers the ship is permitted to carry under the terms of the ship's passenger certificate, assigned load line, or permitted draught of the ship such as would cause an increase in the gross or net tonnage, the existing International Tonnage Certificate (1969) shall cease to be valid and shall be surrendered to and cancelled by the Certifying Authority.
(2) When a ship is transferred from the Cayman Islands flag the International Tonnage Certificate (1969) shall cease to be valid except when the transfer is to the Administration of a State which is a Contracting Government in which case the certificate may remain in force for a period not exceeding 3 months or until the new Administration issues another International Tonnage certificate (1969) whichever is the earlier. The Certifying Authority shall transmit to the Administration of that Government, as soon as possible after the transfer has taken place, a copy of the certificate carried by the ship at the time of transfer and a copy of the relevant tonnage calculations

Change of net tonnage necessitates new 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 relevant provisions of Regulation II-1 of the Annex to SOLAS and load lines in accordance with the Load Line Regulations, 2002, 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, subject to paragraph (3), be that determined in accordance with regulation 7 by applying the draught corresponding to the appropriate assigned load line for the trade in which the ship is engaged.

(3) Subject to paragraph (4), where alterations in the values of V , V_c , d , N_1 or N_2 as defined in regulations 6 and 7, or changes in the position of the load lines, result in a decrease in the net tonnage, a new International Tonnage Certificate (1969) incorporating the decreased net tonnage shall not be issued until 12 months have elapsed from the date on which the current certificate was issued.

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

- (a) a ship which was registered outside the Cayman Islands is re-registered in the Cayman Islands;
- (b) 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
- (c) 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.

12. (1) The Director may permit, in the cases of ships referred to in paragraph (2), the continuing use of a gross tonnage additionally ascertained in accordance with-

- (a) the provisions of the Fourth Schedule and Appendices 1 to 4 thereto of the Merchant Shipping (Tonnage) (Cayman Islands) Regulations, 1988 as if those provisions remained in force; or
- (b) the corresponding provisions of the regulations of any other State as may be determined by the Director, which were in force in that State prior to the requirement for the ship to have its gross tonnage ascertained in accordance with the Convention, for the purposes of the application of the provisions of regulations implementing the SOLAS, MARPOL and STCW Conventions.

(2) Those cases are:

- (a) a ship the keel of which was laid or which was at a similar stage of construction before 18 July 1982; or
- (b) a ship the keel of which was laid or which was at a similar stage of construction not later than 31 December 1985, not being a ship referred to in subparagraph (a); or
- (c) a cargo ship of less than 1600 gross tonnage the tonnage of which was ascertained in accordance with the provisions of the Fourth Schedule and Appendices 1 to 4 thereto of the Merchant Shipping (Tonnage) (Cayman Islands) Regulations, 1988, and the keel of which was laid or which was at a similar stage of construction before 18 July 1994, not being a ship referred to in subparagraph (a).

(3) An International Tonnage Certificate (1969) may be annotated, under "Remarks", by the Certifying Authority-

(a) in the case of a ship to which paragraph (2)(a) refers, with the following duly completed and signed entry-

"The ship is remeasured according to Article 3(2)(d) of the 1969 Tonnage Convention. The GROSS TONNAGE according to the measurement system previously in force to the measurement system of the 1969 Tonnage Convention is, according to the regulations."; and

(b) in the case of a ship to which paragraph (2)(b) or (c) refers, with the duly completed and signed entry-

"The ship is additionally measured according to resolution A.494(XII). The GROSS TONNAGE according to the measurement system previously in force to the measurement system of the 1969 Tonnage Convention is, according to the regulations.".

(4) Where such an entry has been made on an International Tonnage Certificate (1969) and the ship undergoes alterations or modifications which affect its tonnage, the old tonnage referred to in paragraphs (1) and (2) shall be deleted.

(5) Where a gross tonnage has been ascertained and is to be used in accordance with paragraphs (1) and (2), then any certificate issued for the purposes of the conventions and protocols referred to shall record only that gross tonnage together with an appropriate footnote such as-

- (a) "The above gross tonnage has been determined by a Certifying Authority (a tonnage authority) of the Cayman Islands in accordance with the national tonnage rules which were in force prior to the coming into force of the 1969 Tonnage Convention."; or
- (b) "See REMARKS column of the valid International Tonnage Certificate (1969)".

**PART III - APPLICATION, ASCERTAINMENT OF TONNAGE AND CERTIFICATION
FOR CAYMAN ISLANDS SHIPS OF LESS THAN 24 METRES IN LENGTH, OTHER THAN
FISHING VESSELS**

Application

13. This Part applies to Cayman Islands ships, being ships of less than 24 metres in length, and not being fishing vessels, registered or to be registered under Part II of the Law and for which the ascertainment of tonnage is required under Regulations made under section 50 of the Law.

Measurement and
certification

14. (1) A ship shall be measured by a surveyor or by a measurer appointed by an organisation duly authorised by the Director, or such other person as may be appointed by the Director for that purpose.

(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.

(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;
- (c) the upper terminal point for depth shall be-
 - (i) 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; and
 - (ii) in the case of an open ship, the top of the upper strake or gunwale;
- (d) the lower terminal point of depth shall be-
 - (i) in the case of a wooden ship, the upper side of the planking at the side of the keel or hog;
 - (ii) in the case of a metal ship, the top of the plating at the side of the keel; and
 - (iii) 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; and
- (e) 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 Director a Certificate of Measurement in a form approved by the Director.

(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, and any certificate shall be surrendered 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.

PART IV - NON-CAYMAN ISLANDS SHIPS

Ascertainment of tonnage and certification

15. (1) The Director may, at the request of the Administration of a Contracting Government, ascertain the gross and net tonnages of a foreign ship in accordance with Part II 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.

(2) The Certifying Authority may, at the request of an owner of a foreign ship flying the flag of a non-Contracting Government, ascertain the gross and net tonnages of the ship in accordance with Part II and issue a Certificate of Cayman Islands Tonnage Measurement. In such a case the certificate shall bear the endorsement "for use only whilst within Cayman Islands waters."

PART V - OFFENCES

Offences

16. (1) Any owner or master who fails without reasonable cause to surrender a certificate for cancellation as required by regulations 10(1) or 14(9) is guilty of an offence punishable on summary conviction by a fine not exceeding level 3 on the standard scale.

(2) In this regulation, the standard scale is that referred to in section 455(4) and the Second Schedule of the Law.

PART VI – FINAL PROVISIONS

Repeals

17. The Merchant Shipping (Tonnage) (Cayman Islands) Regulations, 1988 are repealed.

FIRST SCHEDULE

EXCLUDED SPACES AS DEFINED IN REGULATION 2

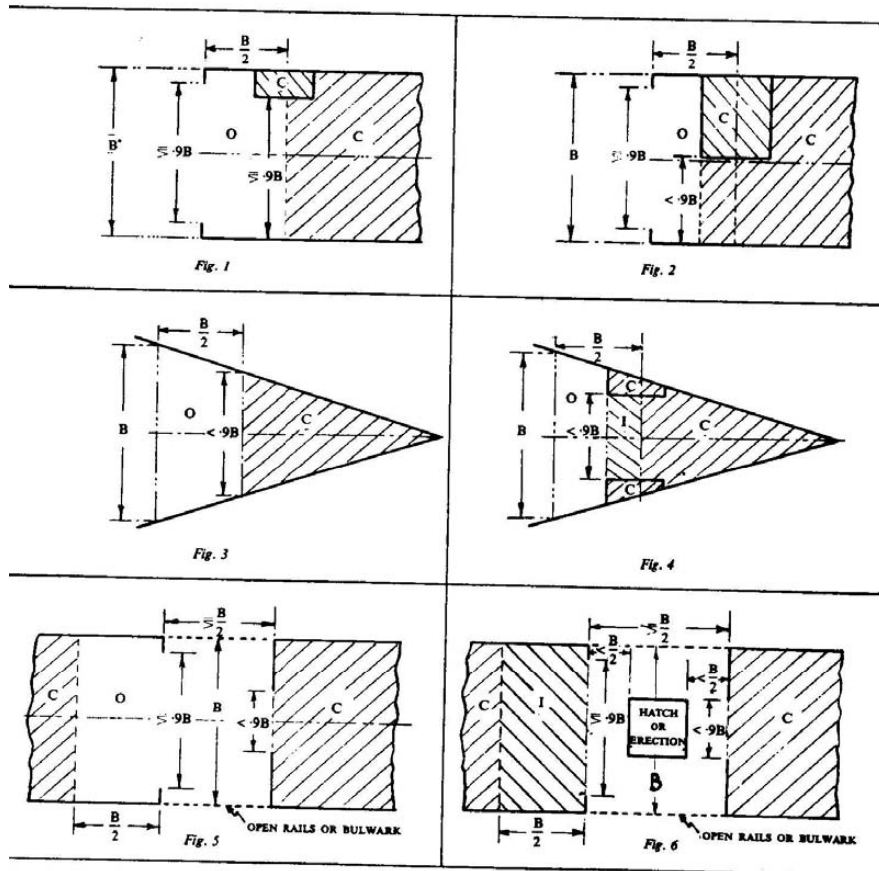
In the following figures:

O = excluded space;

C = enclosed space;

I = space to be considered as an enclosed space. (Hatched - in parts to be included as enclosed space);

B = breadth of the deck in the way of the opening. (In ships with rounded gunwales the breadth is measured as indicated in Figure 11.)



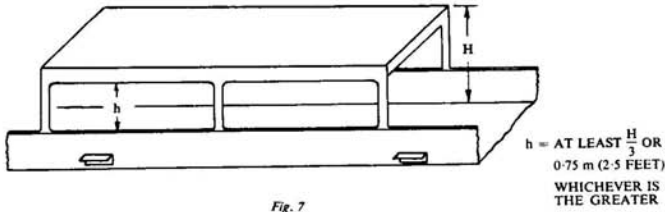


Fig. 7

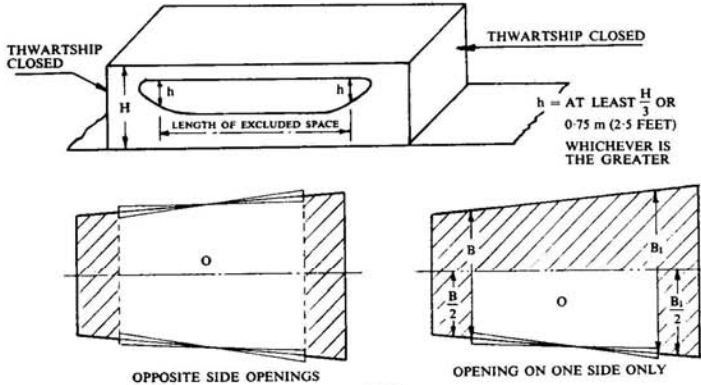


Fig. 8

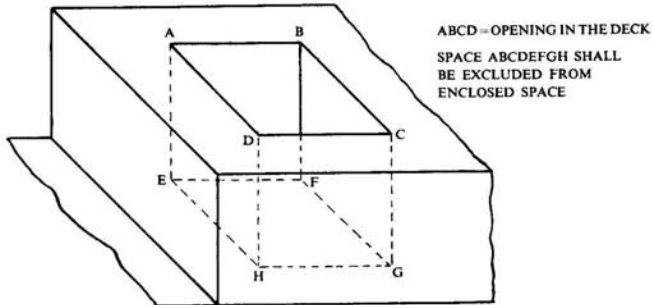


Fig. 9

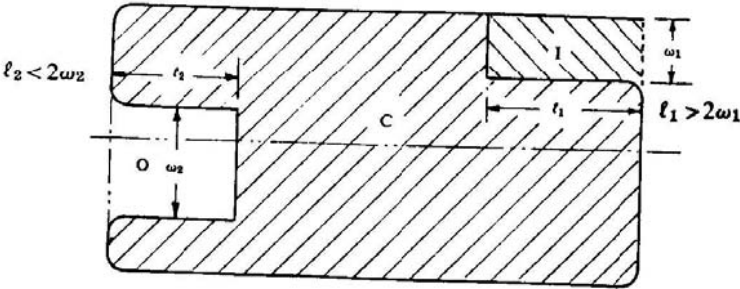


Fig. 10

SHIPS WITH ROUNDED GUNWALES

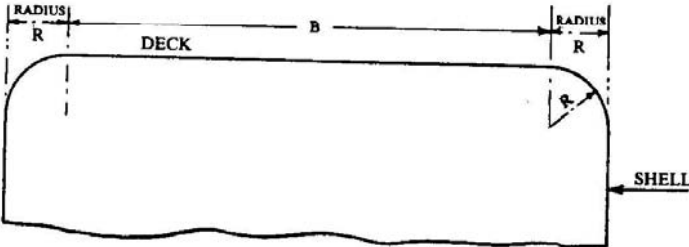


Fig. 11

SECOND SCHEDULE

COEFFICIENTS K₁ AND K₂ REFERRED TO IN REGULATIONS 6, 7 AND 8

In the following table-

V or V_c = Volume in cubic metres;

Coefficients K₁ or K₂ at intermediate values of V or V_c shall be obtained by linear interpolation.

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	10 000	0.2781	190 000	0.3056	460 000	0.3133
20	0.2260	15 000	0.2791	200 000	0.3060	470 000	0.3134
30	0.2295	20 000	0.2800	210 000	0.3064	480 000	0.3136
40	0.2320	25 000	0.2835	220 000	0.3068	490 000	0.3138
50	0.2340	30 000	0.2860	230 000	0.3072	500 000	0.3140
60	0.2356	35 000	0.2880	240 000	0.3076	510 000	0.3142
70	0.2359	40 000	0.2920	250 000	0.3080	520 000	0.3143
80	0.2381	45 000	0.2931	260 000	0.3083	530 000	0.3145
90	0.2391	50 000	0.2940	270 000	0.3086	540 000	0.3146
100	0.2400	55 000	0.2948	280 000	0.3089	550 000	0.3148
200	0.2460	60 000	0.2956	290 000	0.3092	560 000	0.3150
300	0.2495	65 000	0.2963	300 000	0.3095	570 000	0.3151
400	0.2520	70 000	0.2969	310 000	0.3098	580 000	0.3153
500	0.2540	75 000	0.2975	320 000	0.3101	590 000	0.3154
600	0.2556	80 000	0.2981	330 000	0.3104	600 000	0.3156
700	0.2569	85 000	0.2986	340 000	0.3106	610 000	0.3157
800	0.2581	90 000	0.2991	350 000	0.3109	620 000	0.3158
900	0.2591	95 000	0.2996	360 000	0.3111	630 000	0.3160
1 000	0.2600	100 000	0.3000	370 000	0.3114	640 000	0.3161
2 000	0.2660	110 000	0.3008	380 000	0.3116	650 000	0.3163
3 000	0.2695	120 000	0.3016	390 000	0.3118	660 000	0.3164
4 000	0.2720	130 000	0.3023	400 000	0.3120	670 000	0.3165
5 000	0.2695	140 000	0.3029	410 000	0.3123	680 000	0.3166
6 000	0.2720	150 000	0.3035	420 000	0.3125	690 000	0.3168
7 000	0.2740	160 000	0.3041	430 000	0.3127	700 000	0.3169
8 000	0.2756	170 000	0.346	440 000	0.3129	710 000	0.3170
9 000	0.2769	180 000	0.3051	450 000	0.3131	720 000	0.3171

The Merchant Shipping (Tonnage) Regulations 2002

V or V_c	K₁ or K₂	V or V_c	K₁ or K₂	V or V_c	K₁ or K₂	V or V_c	K₁ or K₂
730 000	0.3173	810 000	0.3182	890 000	0.3190	970 000	0.3197
740 000	0.3174	820 000	0.3183	900 000	0.3191	980 000	0.3198
750 000	0.3175	830 000	0.3184	910 000	0.3192	990 000	0.3199
760 000	0.3176	840 000	0.3185	920 000	0.3193	1 000 000	0.3200
770 000	0.3177	850 000	0.3186	930 000	0.3194		
780 000	0.3178	860 000	0.3187	940 000	0.3195		
790 000	0.3180	870 000	0.3188	950 000	0.3196		
800 000	0.3181	880 000	0.3189	960 000	0.3196		

Made in Executive Council the 11th day of June 2002

Carmena H Watler

Clerk of the Executive Council