

BUITENGEWONE



EXTRAORDINARY

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PROKLAMASIE

VAN DIE STAATSPRESIDENT VAN DIE REPUBLIEK VAN SUID-AFRIKA

No. R.280.]

HANDELSKEEPVAARTWET, 1951 (WET NO. 57 VAN 1951), SOOS GEWYSIG

VERVANGING VAN DIE INTERNASIONALE KONVENSIE INSAKE LASLYNE, 1930, DEUR DIE INTERNASIONALE KONVENSIE INSAKE LASLYNE, 1966.

Kragtens die bevoegdheid my verleen by artikel 356*bis* (1) van die Handelskeepvaartwet, 1951 (Wet No. 57 van 1951), soos gewysig, vervang ek hierby die Internasionale Konvensie insake Laslyne, 1930, wat in die Vierde Bylae van genoemde Wet verskyn, deur die Internasionale Konvensie insake Laslyne, 1966, wat in die Bylae hier van vervat is.

Gegee onder my Hand en die Seël van die Republiek van Suid-Afrika te Pretoria op hede die Negentiende dag van Julie Eenduisend Negehoonderd Agt-en-sestig.

J. J. FOUCHÉ,
Staatspresident.

Op las van die Staatspresident-in-rade,
M. C. G. J. VAN RENSBURG.

BYLAE

INTERNASIONALE KONVENSIE INSAKE LASLYNE, 1966

Die kontrakterende Regerings,
BEGERIG om eenvormige prinsipes en reëls vas te lê in verband met die grense tot waar skepe tydens inter-

PROCLAMATION

BY THE STATE PRESIDENT OF THE REPUBLIC OF SOUTH AFRICA

No. R.280.]

MERCHANT SHIPPING ACT, 1951 (ACT NO. 57 OF 1951), AS AMENDED

SUBSTITUTION FOR THE INTERNATIONAL CONVENTION RESPECTING LOAD LINES, 1930, OF THE INTERNATIONAL CONVENTION ON LOAD LINES, 1966.

Under the powers vested in me by section 356*bis* (1) of the Merchant Shipping Act, 1951 (Act No. 57 of 1951), as amended, I hereby substitute for the International Convention respecting Load Lines, 1930, appearing in the Fourth Schedule to the said Act, the International Convention on Load Lines, 1966, contained in the Annex hereto.

Given under my Hand and the Seal of the Republic of South Africa at Pretoria on this Nineteenth day of July One Thousand Nine Hundred and Sixty-eight.

J. J. FOUCHÉ,
State President.

By order of the State President-in-Council,
M. C. G. J. VAN RENSBURG.

ANNEX

INTERNATIONAL CONVENTION ON LOAD LINES, 1966

The Contracting Governments,
DESIRING to establish uniform principles and rules with respect to the limits to which ships on international voy-

nasionale reise gelaai mag word met inagneming van die noodsaaklikheid om lewens en eiendom op see te beveilig;

EN VAN MENING dat hierdie doel die beste bereik kan word deur sluiting van 'n Konvensie;

HET soos volg OOREENGEKOM:

ARTIKEL 1

Algemene verpligting ingevolge die Konvensie

(1) Die kontrakterende Regerings verbind hulle om die bepalinge van hierdie Konvensie en die bybehorende Aanhangsels wat 'n integrerende deel van hierdie Konvensie vorm, toe te pas. Elke verwysing na hierdie Konvensie is terselfdertyd 'n verwysing na die Aanhangsels.

(2) Die kontrakterende Regerings sal alle maatreëls tref wat nodig mag wees om hierdie Konvensie toe te pas.

ARTIKEL 2

Woordomskrywings

Vir die doeleindes van hierdie Konvensie beteken, tensy uitdruklik anders bepaal—

(1) „Regulasies”, die Regulasies by hierdie Konvensie aangeheg;

(2) „Administrasie”, die Regering van die Staat onder wie se vlag die skip vaar;

(3) „goedgekeur”, deur die Administrasie goedgekeur;

(4) „internasionale reis”, 'n seereis van 'n land waarop hierdie Konvensie van toepassing is, na 'n hawe wat buite daardie land geleë is, of omgekeerd, en vir hierdie doel word elke gebied waarvan die internasionale betrekkinge die verantwoordelikheid van 'n kontrakterende Regering is of waarvan die Verenigde Volke die administrerende gesag is, as 'n afsonderlike land beskou;

(5) „visserboot”, 'n skip vir die vang van vis, walvisse, robbe, walrusse of ander seelewe;

(6) „nuwe skip” 'n skip waarvan die kiel op of na die datum waarop hierdie Konvensie vir elke kontrakterende Regering van krag word, gelê is, of wat op 'n ooreenstemmende konstruksiestadium is;

(7) „bestaande skip”, 'n skip wat nie 'n nuwe skip is nie;

(8) „lengte”, 96 persent van die totale lengte op 'n waterlyn by 85 persent van die kleinste holte in die sye, gemeet van die bokant van die kiel, of die lengte van die voorkant van die voorstewe tot die as van die roerkoning op daardie waterlyn, indien dit groter is. By skepe wat ontwerp is met 'n helling van die kiel moet die waterlyn waarlangs hierdie lengte gemeet word, parallel wees met die ontwerpde waterlyn.

ARTIKEL 3

Algemene bepalinge

(1) Na die datum waarop hierdie Konvensie van krag word, mag geen skip waarop hierdie Konvensie van toepassing is, uitvaar om 'n internasionale reis te onderneem nie, tensy dit ondersoek, gemerk en van 'n Internasionale Laslynsertifikaat (1966) voorsien is of, wanneer van toepassing, 'n Internasionale Laslynsertifikaat ooreenkomstig die bepalinge van hierdie Konvensie besit.

(2) Niks in hierdie Konvensie vervat, belet 'n Administrasie om 'n groter vryboord toe te wys as die minimum vryboord wat ooreenkomstig Aanhangel I vasgestel is.

ARTIKEL 4

Toepassing

(1) Hierdie Konvensie is van toepassing op—

(a) skepe wat geregistreer is in lande waarvan die Regerings kontrakterende Regerings is;

ages may be loaded having regard to the need for safeguarding life and property at sea;

CONSIDERING that this end may best be achieved by conclusion of a Convention;

HAVE AGREED as follows:

ARTICLE 1

General Obligation under the Convention

(1) The Contracting Governments undertake to give effect to the provisions of the present Convention and the Annexes hereto, which shall constitute an integral part of the present Convention. Every reference to the present Convention constitutes at the same time a reference to the Annexes.

(2) The Contracting Governments shall undertake all measures which may be necessary to give effect to the present Convention.

ARTICLE 2

Definitions

For the purpose of the present Convention, unless expressly provided otherwise:

(1) “Regulations” means the Regulations annexed to the present Convention.

(2) “Administration” means the Government of the State whose flag the ship is flying.

(3) “Approved” means approved by the Administration.

(4) “International voyage” means a sea voyage from a country to which the present Convention applies to a port outside such country, or conversely. For this purpose, every territory for the international relations of which a Contracting Government is responsible or for which the United Nations are the administering authority is regarded as a separate country.

(5) A “fishing vessel” is a ship used for catching fish, whales, seals, walrus or other living resources of the sea.

(6) “New ship” means a ship the keel of which is laid, or which is at a similar stage of construction, on or after the date of coming into force of the present Convention for each Contracting Government.

(7) “Existing ship” means a ship which is not a new ship.

(8) “Length” means 96 per cent of the total length on a waterline at 85 per cent of the least moulded depth measured from the top of the keel, or the length from the fore side of the stem to the axis of the rudder stock on that waterline, if that be greater. In ships designed with a rake of keel the waterline on which this length is measured shall be parallel to the designed waterline.

ARTICLE 3

General Provisions

(1) No ship to which the present Convention applies shall proceed to sea on an international voyage after the date on which the present Convention comes into force unless it has been surveyed, marked and provided with an International Load Line Certificate (1966) or, where appropriate, an International Load Line Exemption Certificate in accordance with the provisions of the present Convention.

(2) Nothing in this Convention shall prevent an Administration from assigning a greater freeboard than the minimum freeboard determined in accordance with Annex

ARTICLE 4

Application

(1) The present Convention shall apply to—

(a) ships registered in countries the Governments of which are Contracting Governments;

- (b) skepe wat geregistreer is in gebiede waarop hierdie Konvensie kragtens artikel 32 van toepassing is; en
- (c) geregistreeerde skepe wat onder die vlag vaar van 'n Staat, waarvan die regering 'n kontrakterende Regering is.
- (2) Hierdie Konvensie is van toepassing op skepe wat internasionale reise onderneem.
- (3) Die Regulasies in Aanhangsel I vervat is spesifiek op nuwe skepe van toepassing.
- (4) Bestaande skepe wat nie ten volle aan die vereistes van die Regulasies in Aanhangsel I of enige deel daarvan vervat voldoen nie, moet ten minste voldoen aan die verwante vereistes van minder belang wat die Administrasie voor die inwerkingtreding van hierdie Konvensie op skepe tydens internasionale reise toegepas het; in geen geval sal van sulke skepe verlang word dat hulle hul vryboord vergroot. Om voordeel te trek uit enige vermindering in vryboord in vergelyking met dié wat vantevore toegewys is, moet bestaande skepe aan alle vereistes van hierdie Konvensie voldoen.
- (5) Die Regulasies in Aanhangsel II vervat geld vir nuwe en bestaande skepe waarop hierdie Konvensie van toepassing is.

ARTIKEL 5

Uitsonderings

- (1) Hierdie Konvensie is nie van toepassing nie op—
- (a) oorlogskepe;
- (b) nuwe skepe met 'n lengte van minder as 24 meter (79 voet);
- (c) bestaande skepe met 'n brutogewig van minder as 150 ton;
- (d) plesierjagte wat geen handel dryf nie;
- (e) vissersbote.
- (2) Niks hierin vervat is van toepassing op skepe wat slegs vaar op—
- (a) die Groot Mere van Noord-Amerika en die St. Lawrence-rivier, ooswaarts tot aan 'n loksodroom getrek van Cap des Rosiers tot West Point, Anticosti-eiland, en, ten noorde van die Anticosti-eiland, die meridiaan van 63° westerlengte;
- (b) die Kaspiese See;
- (c) die Plata-, Paraná- en Uruguay-riviere ooswaarts tot 'n loksodroom getrek tussen Punta Norte, Argentinië en Punta del Este, Uruguay.

ARTIKEL 6

Vrystellings

- (1) Skepe wat vir internasionale reise tussen die nabygeleë hawens van twee of meer state gebruik word, kan deur die Administrasie vrystel word van die bepalings van hierdie Konvensie solank hulle op hierdie reise gebruik word, indien die Regerings van die State waarin hierdie hawens geleë is, oortuig is dat dit met die oog op die beskutte aard of omstandighede van sulke reise tussen hierdie hawens, die toepassing van die bepalings van hierdie Konvensie op skepe wat op sulke reise gebruik word, onredelik of onuitvoerbaar maak.
- (2) Die Administrasie mag enige skip met 'n nuwe soort kenmerk vrystel van enige van die bepalings van hierdie Konvensie, waarvan die toepassing in ernstige mate navoring in verband met die ontwikkeling van so 'n kenmerk en sy inbouing in skepe wat vir internasionale reise gebruik word, sou belemmer. Enige skip van sodanige soort moet egter voldoen aan veiligheidsvereistes wat na die mening van die Administrasie voldoende is vir die diens waarvoor so 'n skip bestem is, en wat van so 'n aard is dat die algemene veiligheid van die skip verseker is, en wat aanneemlik is vir die Regerings van die State waar die skip moet aanlê.

- (b) ships registered in territories to which the present Convention is extended under Article 32; and
- (c) unregistered ships flying the flag of a State, the Government of which is a Contracting Government.

(2) The present Convention shall apply to ships engaged on international voyages.

(3) The Regulations contained in Annex I are specifically applicable to new ships.

(4) Existing ships which do not fully comply with the requirements of the Regulations contained in Annex I or any part thereof shall meet at least such lesser related requirements as the Administration applied to ships on international voyages prior to the coming into force of the present Convention; in no case shall such ships be required to increase their freeboards. In order to take advantage of any reduction in freeboard from that previously assigned, existing ships shall comply with all the requirements of the present Convention.

(5) The Regulations contained in Annex II are applicable to new and existing ships to which the present Convention applies.

ARTICLE 5

Exceptions

- (1) The present Convention shall not apply to—
- (a) ships of war;
- (b) new ships of less than 24 metres (79 feet) in length;
- (c) existing ships of less than 150 tons gross;
- (d) pleasure yachts not engaged in trade;
- (e) fishing vessels.
- (2) Nothing herein shall apply to ships solely navigating—
- (a) the Great Lakes of North America and the River St. Lawrence as far east as a rhumb line drawn from Cap des Rosiers to West Point, Anticosti Island, and, on the north side of Anticosti Island, the meridian of longitude 63° W;
- (b) the Caspian Sea;
- (c) the Plate, Parana and Uruguay Rivers as far east as a rhumb line drawn between Punta Norte, Argentina, and Punta del Este, Uruguay.

ARTICLE 6

Exemptions

(1) Ships when engaged on international voyages between the near neighbouring ports of two or more States may be exempted by the Administration from the provisions of the present Convention, so long as they shall remain engaged on such voyages, if the Governments of the States in which such ports are situated shall be satisfied that the sheltered nature or conditions of such voyages between such ports make it unreasonable or impracticable to apply the provisions of the present Convention to ships engaged on such voyages.

(2) The Administration may exempt any ship which embodies features of a novel kind from any of the provisions of this Convention the application of which might seriously impede research into the development of such features and their incorporation in ships engaged on international voyages. Any such ship shall, however, comply with safety requirements which, in the opinion of that Administration, are adequate for the service for which it is intended and are such as to ensure the overall safety of the ship and which are acceptable to the Governments of the States to be visited by the ship.

(3) Die Administrasie wat vrystelling kragtens paragraaf (1) en (2) van hierdie artikel verleen moet aan die Intergoewermentele Seevaartkonsultorganisasie (hierna die Organisasie genoem) die besonderhede daarvan en die redes daarvoor verstrek en die Organisasie moet hulle dan ter inligting aan die kontrakterende Regerings rondstuur.

(4) 'n Skip wat nie normaalweg vir internasionale reise gebruik word nie, maar waarvan in buitengewone omstandighede verlang word om 'n enkele internasionale reis te onderneem, kan deur die Administrasie vrystel word van enige van die bepalings van hierdie Konvensie, mits dit aan die veiligheidsvereistes voldoen wat na die Administrasie se mening, afdoende is vir die reis deur die skip onderneem.

ARTIKEL 7

Oormag

(1) 'n Skip wat nie ten tyde van sy vertrek op 'n reis onderworpe is aan die bepalings van hierdie Konvensie nie, sal ook nie daaraan onderworpe word nie weens enige afwyking van sy voorgenome reis as gevolg van slegte weer of enige ander geval van oormag nie.

(2) By die toepassing van die bepalings van hierdie Konvensie, moet die kontrakterende Regering behoorlik rekening hou met enige afwyking of vertraging waaraan 'n skip onderwerp word as gevolg van slegte weer of enige ander geval van oormag.

ARTIKEL 8

Ekwivalente

(1) Die Administrasie mag toestaan dat enige toebehore, materiaal, toestel of apparaat aan 'n skip aangebring word of enige ander voorsiening daarin gemaak word, wat nie kragtens hierdie Konvensie vereis word nie, indien hy oortuig is deur sodanige toebehore, materiaal, toestel, apparaat of voorsiening op die proef te stel of op 'n ander manier te toets, dat dit tenminste ewe doeltreffend is as dié wat volgens die Konvensie vereis word.

(2) Die Administrasie wat die aanbring van 'n stuk toebehore, materiaal, toestel of apparaat, of die maak van ander voorsiening as dié deur hierdie Konvensie vereis toelaat, moet besonderhede daarvan aan die Organisasie verstrek vir omsending aan die kontrakterende Regerings, tesame met 'n verslag van enige proefnemings wat miskien gedoen is.

ARTIKEL 9

Toestemming met die oog op proefnemings

(1) Niks in hierdie Konvensie vervat verhoed dat 'n Administrasie spesifieke toestemming verleen met die oog op proefnemings ten opsigte van 'n skip waarop die Konvensie van toepassing is.

(2) 'n Administrasie wat sodanige toestemming verleen moet besonderhede daarvan aan die Organisasie verstrek vir omsending aan die kontrakterende Regerings.

ARTIKEL 10

Reparasies, veranderings en wysigings

(1) 'n Skip wat reparasies, veranderings of wysigings ondergaan en dienooreenkomstig toegerus word, moet nog steeds tenminste voldoen aan die vereistes wat vroeër op die skip van toepassing was. 'n Bestaande skip moet in so 'n geval gewoonlik nie in mindere mate as tevore aan die vereistes vir 'n nuwe skip voldoen nie.

(2) Reparasies, veranderings en wysigings van groot omvang, sowel as die toerusting wat daarmee in verband

(3) The Administration which allows any exemption under paragraphs (1) and (2) of this Article shall communicate to the Inter-Governmental Maritime Consultative Organization (hereinafter called the Organization) particulars of the same and reasons therefor which the Organization shall circulate to the Contracting Governments for their information.

(4) A ship which is not normally engaged on international voyages but which, in exceptional circumstances, is required to undertake a single international voyage may be exempted by the Administration from any of the requirements of the present Convention, provided that it complies with safety requirements which, in the opinion of that Administration, are adequate for the voyage which is to be undertaken by the ship.

ARTICLE 7

Force Majeure

(1) A ship which is not subject to the provisions of the present Convention at the time of its departure on any voyage shall not become subject to such provisions on account of any deviation from its intended voyage due to stress of weather or any other cause of *force majeure*.

(2) In applying the provisions of the present Convention, the Contracting Government shall give due consideration to any deviation or delay caused to any ship owing to stress of weather or any other cause of *force majeure*.

ARTICLE 8

Equivalents

(1) The Administration may allow any fitting, material, appliance or apparatus to be fitted, or any other provision to be made in a ship, other than that required by the present Convention, if it is satisfied by trial thereof or otherwise that such fitting, material, appliance or apparatus, or provision, is at least as effective as that required by the Convention.

(2) The Administration which allows a fitting, material, appliance or apparatus, or provision, other than that required by the present Convention, shall communicate to the Organization for circulation to the Contracting Governments particulars thereof, together with a report on any trials made.

ARTICLE 9

Approvals for Experimental Purposes

(1) Nothing in the present Convention shall prevent an Administration from making specific approvals for experimental purposes in respect of a ship to which the Convention applies.

(2) An Administration which makes any such approval shall communicate to the Organization for circulation to the Contracting Governments particulars thereof.

ARTICLE 10

Repairs, Alterations and Modifications

(1) A ship which undergoes repairs, alterations, modifications and outfitting related thereto shall continue to comply with at least the requirements previously applicable to the ship. An existing ship in such a case shall not, as a rule, comply to a lesser extent with the requirements for a new ship than it did before.

(2) Repairs, alterations and modifications of a major character and outfitting related thereto should meet the

staan, behoort aan die vereistes vir 'n nuwe skip te voldoen vir sover die Administrasie dit redelik en uitvoerbaar ag.

ARTIKEL 11

Sones en seisoensgebiede

(1) 'n Skip waarop hierdie Konvensie van toepassing is, moet voldoen aan die vereistes wat geld vir daardie skip in die sones en seisoensvaargebiede in Aanhangsel II beskryf.

(2) 'n Hawe wat op die grens tussen twee sones of seisoensgebiede geleë is, word beskou as geleë synde binne die sone of seisoensgebied vanwaar die skip kom of waarheen dit vertrek.

ARTIKEL 12

Laslyne onder water

(1) Behalwe soos in paragrawe (2) en (3) van hierdie artikel bepaal, mag die toepaslike laslyne op die kante van die skip wat ooreenstem met die seisoen en die sone of vaargebied waarin die skip is, nooit wanneer die skip uitvaar, of gedurende die reis of by aankoms, onder water wees nie.

(2) Wanneer 'n skip in soetwater met 'n soortlike gewig gelyk aan 1 is, mag die toepaslike laslyn die toegelate hoeveelheid soetwater soos op die Internasionale Laslynsertifikaat (1966) aangetoon onder water wees. Wanneer die soortlike gewig nie gelyk aan 1 is nie, moet 'n speling toegelaat word wat eweredig is met die verskil tussen 1.025 en die werklike digtheid.

(3) Wanneer 'n skip uit 'n hawe vertrek wat aan 'n rivier of binnelandse water geleë is, moet 'n dieper lading toegelaat word in ooreenstemming met die gewig van die brandstof en alle ander materiale wat nodig is vir verbruik tussen die vertrekpunt en die see.

ARTIKEL 13

Ondersoek, inspeksie en merking

Die ondersoek, inspeksie en merking van skepe, sover dit die toepassing van die bepalinge van hierdie Konvensie en die verlening van vrystelling daarvan betref, moet deur beambtes van die Administrasie uitgevoer word. Die Administrasie mag egter die ondersoek, inspeksie en merking toevertrou of aan ondersoekers vir daardie doel aangestel, of aan organisasies deur hom erken. In elke geval garandeer die betrokke Administrasie ten volle die volkomenheid en doeltreffendheid van die ondersoek, inspeksie en merking.

ARTIKEL 14

Aanvanklike en periodieke ondersoek en inspeksies

(1) Ondervermelde ondersoeke en inspeksies moet op 'n skip uitgevoer word:

- (a) 'n Ondersoek voor die skip in gebruik geneem word, wat 'n volledige inspeksie van sy struktuur en toerusting insluit vir sover as die skip deur hierdie Konvensie gedek word. Hierdie ondersoek moet so wees dat verseker word dat die skeepsinrigtings, die materiaal en die kleinhout ten volle voldoen aan die vereistes van hierdie Konvensie.
- (b) 'n Periodieke ondersoek met tussenpose deur die Administrasie gespesifiseer maar nie langer as vyf jaar nie, wat so moet wees dat verseker word dat die struktuur, toerusting, skeepsinrigting, materiaal en kleinhout ten volle voldoen aan die vereistes van hierdie Konvensie.
- (c) 'n Periodieke inspeksie binne drie maande voor of na elke jaarlikse vervalddag van die sertifikaat om

requirements for a new ship in so far as the Administration deems reasonable and practicable.

ARTICLE 11

Zones and Areas

(1) A ship to which the present Convention applies shall comply with the requirements applicable to that ship in the zones and areas described in Annex II.

(2) A port standing on the boundary line between two zones or areas shall be regarded as within the zone or area from or into which the ship arrives or departs.

ARTICLE 12

Submersion

(1) Except as provided in paragraphs (2) and (3) of this Article, the appropriate load lines on the sides of the ship corresponding to the season of the year and the zone or area in which the ship may be shall not be submerged at any time when the ship puts to sea, during the voyage or on arrival.

(2) When a ship is in fresh water of unit density the appropriate load line may be submerged by the amount of the fresh water allowance shown on the International Load Line Certificate (1966). Where the density is other than unity, an allowance shall be made proportional to the difference between 1.025 and the actual density.

(3) When a ship departs from a port situated on a river or inland waters, deeper loading shall be permitted corresponding to the weight of fuel and all other materials required for consumption between the point of departure and the sea.

ARTICLE 13

Survey, Inspection and Marking

The survey, inspection and marking of ships, as regards the enforcement of the provisions of the present Convention and the granting of exemptions therefrom, shall be carried out by officers of the Administration. The Administration may, however, entrust the survey, inspection and marking either to surveyors nominated for the purpose or to organizations recognized by it. In every case the Administration concerned fully guarantees the completeness and efficiency of the survey, inspection and marking.

ARTICLE 14

Initial and Periodical Surveys and Inspections

(1) A ship shall be subjected to the surveys and inspections specified below:

- (a) A survey before the ship is put in service, which shall include a complete inspection of its structure and equipment in so far as the ship is covered by the present Convention. This survey shall be such as to ensure that the arrangements, material, and scantlings fully comply with the requirements of the present Convention.
- (b) A periodical survey at intervals specified by the Administration, but not exceeding five years, which shall be such as to ensure that the structure, equipment, arrangements, material and scantlings fully comply with the requirements of the present Convention.
- (c) A periodical inspection within three months either way of each annual anniversary date of the certi-

te verseker dat geen veranderinge aan die romp of bobou aangebring is nie wat die berekenings wat die posisie van die laslyn bepaal sou affekteer en ook om te verseker dat onderstaande toebehoore en toestelle behoorlik onderhou word:

- (i) beskerming van openinge;
- (ii) skramrelings;
- (iii) waterafvoerpoorte; en
- (iv) toegange tot die bemanning se kwartiere.

(2) Die periodieke inspeksies waarna in paragraaf (1) (c) van hierdie artikel verwys word, moet geëndosseer word op die Internasionale Laslynsertifikaat (1966) of op die Internasionale Laslynvrystellingsertifikaat uitgereik aan 'n skip wat ingevolge paragraaf (2) van Artikel 6 van hierdie Konvensie vrygestel is.

ARTIKEL 15

Handhawing van toestand na ondersoek

Nadat 'n ondersoek van die skip ingevolge Artikel 14 voltooi is, mag geen verandering in die struktuur, toerusting, skeepsinrigting, materiaal of kleinhout deur die ondersoek gedek, sonder toestemming van die Administrasie aangebring word nie.

ARTIKEL 16

Uitreiking van sertifikaat

(1) 'n Internasionale Laslynsertifikaat (1966) word aan elke skip wat ingevolge hierdie Konvensie ondersoek en gemerk is, uitgereik.

(2) 'n Internasionale Laslynvrystellingsertifikaat word aan enige skip uitgereik waaraan vrystelling verleen is, kragtens en ingevolge paragraaf (2) of (4) van Artikel 6.

(3) Sulke sertifikaat word uitgereik deur die Administrasie of deur enige persoon of organisasie behoorlik deur hom gemagtig. In elke geval aanvaar die Administrasie volle verantwoordelikheid vir die sertifikaat.

(4) Nieteenstaande enige ander bepaling van hierdie Konvensie bly enige Internasionale Laslynsertifikaat wat nog geldig is wanneer hierdie Konvensie van krag word ten opsigte van die Regering van die Staat onder wie se vlag die skip vaar, geldig vir twee jaar of tot die vervaldag, watter van die twee ook al die eerste kom. Na daardie tyd is 'n Internasionale Laslynsertifikaat (1966) 'n vereiste.

ARTIKEL 17

Uitreiking van sertifikaat deur 'n ander Regering

(1) 'n Kontrakterende Regering mag op versoek van 'n ander kontrakterende Regering, 'n skip laat ondersoek en, indien hy oortuig is dat die bepalinge van hierdie Konvensie nagekom word, 'n Internasionale Laslynsertifikaat (1966) aan die skip uitreik of magtiging tot die uitreiking daarvan verleen ingevolge hierdie Konvensie.

(2) 'n Kopie van die sertifikaat, 'n kopie van die ondersoekverslag wat gebruik is om die vryboord te bereken, en 'n kopie van die berekenings moet so spoedig moontlik aan die versoekende Regering gestuur word.

(3) 'n Aldus uitgereikte sertifikaat moet 'n verklaring bevat waarin vermeld word dat dit uitgereik is op versoek van die Regering van die Staat onder wie se vlag die skip vaar en dit is in dieselfde mate van krag en moet dieselfde erkenning ontvang as 'n sertifikaat kragtens Artikel 16 uitgereik.

(4) Geen Internasionale Laslynsertifikaat (1966) word uitgereik aan 'n skip wat vaar onder die vlag van 'n Staat waarvan die Regering geen kontrakterende Regering is nie.

ificate, to ensure that alterations have not been made to the hull or superstructures which would affect the calculations determining the position of the load line and so as to ensure the maintenance in an effective condition of fittings and appliances for—

- (i) protection of openings;
- (ii) guard rails;
- (iii) freeing ports; and
- (iv) means of access to crew's quarters.

(2) The periodical inspections referred to in paragraph (1) (c) of this Article shall be endorsed on the International Load Line Certificate (1966) or on the International Load Line Exemption Certificate issued to a ship exempted under paragraph (2) of Article 6 of the present Convention.

ARTICLE 15

Maintenance of Conditions after Survey

After any survey of the ship under Article 14 has been completed, no change shall be made in the structure, equipment, arrangements, material or scantlings covered by the survey, without the sanction of the Administration.

ARTICLE 16

Issue of Certificates

(1) An International Load Line Certificate (1966) shall be issued to every ship which has been surveyed and marked in accordance with the present Convention.

(2) An International Load Line Exemption Certificate shall be issued to any ship to which an exemption has been granted under and in accordance with paragraph (2) or (4) of Article 6.

(3) Such certificates shall be issued by the Administration or by any person or organization duly authorized by it. In every case, the Administration assumes full responsibility for the certificate.

(4) Notwithstanding any other provision of the present Convention, any international load line certificate which is current when the present Convention comes into force in respect of the Government of the State whose flag the ship is flying shall remain valid for two years or until it expires, whichever is earlier. After that time an International Load Line Certificate (1966) shall be required.

ARTICLE 17

Issue of Certificate by another Government

(1) A Contracting Government may, at the request of another Contracting Government, cause a ship to be surveyed and, if satisfied that the provisions of the present Convention are complied with, shall issue or authorize the issue of an International Load Line Certificate (1966) to the ship in accordance with the present Convention.

(2) A copy of the certificate, a copy of the survey report used for computing the freeboard, and a copy of the computations shall be transmitted as early as possible to the requesting Government.

(3) A certificate so issued must contain a statement 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 it shall have the same force and receive the same recognition as a certificate issued under Article 16.

(4) No International Load Line Certificate (1966) shall be issued to a ship which is flying the flag of a State the Government of which is not a Contracting Government.

ARTIKEL 18

Vorm van sertifikaat

(1) Die sertifikate moet in die amptelike taal of tale van die land van uitreiking opgestel word. Indien die taal geen Engels of Frans is nie, moet die teks 'n vertaling in een van hierdie tale insluit.

(2) Die sertifikate moet in die vorm wees van die model in Aanhangsel III aangegee. Die indeling van die gedrukte deel van elke modelsertifikaat moet presies gereproduseer word in enige sertifikaat wat uitgereik word, sowel as in enige gewaarmerkte afskrifte daarvan.

ARTIKEL 19

Geldigheidsduur van sertifikate

(1) 'n Internasionale Laslynsertifikaat (1966) word uitgereik vir 'n tydperk deur die Administrasie vasgestel, maar hierdie tydperk mag nie langer as vyf jaar wees nie vanaf die datum van uitreiking.

(2) Indien, na die periodieke ondersoek in paragraaf (1) (b) van Artikel 14 vermeld, geen nuwe sertifikaat aan die skip uitgereik kan word voor die vervaldag van die oorspronklik uitgereikte sertifikaat nie, mag die persoon of organisasie wat die ondersoek uitvoer die geldigheid van die oorspronklike sertifikaat verleng vir 'n tydperk van hoogstens vyf maande. Hierdie verlenging moet op die sertifikaat aangeteken word en mag alleen verleë word wanneer daar geen veranderinge in die konstruksie, toerusting, inrigtings, materiaal of kleinhout aangebring is nie wat die skip se vryboord affekteer.

(3) 'n Internasionale Laslynsertifikaat (1966) word deur die Administrasie gekanselleer indien enige van die onderstaande omstandighede hom voordoen:

- (a) belangrike veranderings plaasgevind het in die romp of bobou van die skip van so 'n aard dat dit die toewysing van 'n vergrote vryboord noodsaaklik sou maak;
- (b) die toebehore en toestelle in subparagraaf (c) van paragraaf (1) van Artikel 14 genoem nie in 'n goeie toestand gehou word nie;
- (c) die sertifikaat nie geëndosseer is nie om aan te toon dat die skip ondersoek is soos bepaal in subparagraaf (c) van paragraaf (1) van Artikel 14;
- (d) die strukturele sterkte van die skip in so 'n mate verlaag is dat die skip onveilig is.

(4) (a) Die geldigheidsduur van 'n Internasionale Laslynsertifikaat uitgereik deur 'n Administrasie aan 'n skip wat kragtens paragraaf (2) van Artikel 6 vrygestel is, mag nie langer as vyf jaar na die datum van uitreiking wees nie. So 'n sertifikaat is onderworpe aan 'n hernuwingseendossement en aan 'n dergelike hernuwingseendossement as dié waarvoor voorsiening op 'n Internasionale Laslynsertifikaat (1966) ingevolge hierdie Artikel gemaak is.

(b) Die geldigheidsduur van 'n Internasionale Laslynvrystellingsertifikaat uitgereik aan 'n skip wat ingevolge paragraaf (4) van Artikel 6 vrygestel is, moet beperk word tot die enkele reis ten opsigte waarvan dit uitgereik is.

(5) 'n Sertifikaat deur 'n Administrasie aan 'n skip uitgereik is nie langer geldig nie wanneer so 'n skip deur 'n ander Staat oorgeneem word en dan onder daardie Staat se vlag vaar.

ARTIKEL 20

Erkenning van sertifikate

Die sertifikate op gesag van 'n kontrakterende Regering uitgereik ooreenkomstig hierdie Konvensie moet deur die

ARTICLE 18

Form of Certificates

(1) The certificates shall be drawn up in the official language or languages of the issuing country. If the language used is neither English nor French, the text shall include a translation into one of these languages.

(2) The form of the certificates shall be that of the models given in Annex III. The arrangement of the printed part of each model certificate shall be exactly reproduced in any certificates issued, and in any certified copies thereof.

ARTICLE 19

Duration of Certificates

(1) An International Load Line Certificate (1966) shall be issued for a period specified by the Administration, which shall not exceed five years from the date of issue.

(2) If, after the periodical survey referred to in paragraph (1) (b) of Article 14, a new certificate cannot be issued to the ship before the expiry of the certificate originally issued, the person or organization carrying out the survey may extend the validity of the original certificate for a period which shall not exceed five months. This extension shall be endorsed on the certificate, and shall be granted only where there have been no alterations in the structure, equipment, arrangements, material or scantlings which affect the ship's freeboard.

(3) An International Load Line Certificate (1966) shall be cancelled by the Administration if any of the following circumstances exist—

- (a) material alterations have taken place in the hull or superstructures of the ship such as would necessitate the assignment of an increased freeboard;
- (b) the fittings and appliances mentioned in sub-paragraph (c) of paragraph (1) of Article 14 are not maintained in an effective condition;
- (c) the certificate is not endorsed to show that the ship has been inspected as provided in sub-paragraph (c) of paragraph (1) of Article 14;
- (d) the structural strength of the ship is lowered to such an extent that the ship is unsafe.

(4) (a) The duration of an International Load Line Exemption Certificate issued by an Administration to a ship exempted under paragraph (2) of Article 6 shall not exceed five years from the date of issue. Such certificate shall be subject to a renewal, endorsement and cancellation procedure similar to that provided for an International Load Line Certificate (1966) under this Article.

(b) The duration of an International Load Line Exemption Certificate issued to a ship exempted under paragraph (4) of Article 6 shall be limited to the single voyage for which it is issued.

(5) A certificate issued to a ship by an Administration shall cease to be valid upon the transfer of such a ship to the flag of another State.

ARTICLE 20

Acceptance of Certificates

The certificates issued under the authority of a Contracting Government in accordance with the present Convention shall be accepted by the other Contracting

ander kontrakterende Regerings erken word en vir alle doeleindes deur hierdie Konvensie gedek, beskou word as van dieselfde krag as die sertifikate deur hulself uitgereik.

ARTIKEL 21

Kontrole

(1) Wanneer skepe in besit van 'n sertifikaat wat kragtens Artikel 16 of Artikel 17 uitgereik is, hul in 'n hawe van 'n ander kontrakterende Regering bevind, is hulle onderworpe aan kontrolering deur beamptes wat behoorlik deur hul Regerings daartoe gemagtig is. Kontrakterende Regerings moet sorg dat sodanige kontrole uitgeoefen word vir sover dit redelik en uitvoerbaar is met die doel om na te gaan of daar 'n geldige sertifikaat ingevolge hierdie Konvensie aan boord is. Indien daar 'n geldige Internasionale Laslynsertifikaat (1966) aan boord van die skip is, moet sodanige kontrolering beperk word tot die doel om te bepaal of:

- (a) die skip nie swaarder gelaai is as die sertifikaat toelaat nie;
- (b) die posisie van die laslyn van die skip ooreenstem met die sertifikaat; en of
- (c) die skip nie so wesenlik verander is ten opsigte van die aangeleenthede in subparagraaf (a) en (b) van paragraaf (3) van Artikel 19 uiteengesit nie, dat dit klaarblyklik nie geskik is om uit te vaar sonder dat menselews in gevaar gestel word nie. Indien daar 'n geldige Internasionale Laslynvrystellingsertifikaat aan boord is, moet die kontrolering beperk bly tot die vasstelling of aan enige van die voorwaardes in die sertifikaat voorgeskryf voldoen is.

(2) Indien sodanige kontrole uitgeoefen word ingevolge subparagraaf (c) van paragraaf (1) van hierdie Artikel, moet dit slegs uitgeoefen word vir sover dit nodig mag wees om te verseker dat die skip nie uitvaar totdat dit kan geskied sonder gevaar vir die passasiers of die bemanning nie.

(3) In die geval dat die kontrole waarvoor in hierdie Artikel voorsiening gemaak is, aanleiding gee tot enige soort intervensie, moet die kontrolerende beampte die Konsul of die diplomatieke verteenwoordiger van die Staat onder wie se vlag die skip vaar onverwyld in kennis van sy besluit stel en van al die omstandighede wat hom tot intervensie genoopt het.

ARTIKEL 22

Voorregte

Geen aanspraak op die voorregte van hierdie Konvensie kan gemaak word ten opsigte van enige skip tensy die skip in besit van 'n geldige sertifikaat ingevolge hierdie Konvensie is nie.

ARTIKEL 23

Ongevalle

(1) Elke Administrasie verbind hom om 'n ondersoek in te stel na enige ongeval wat skepe oorkom waarvoor hy die verantwoordelikheid dra en wat onderworpe is aan die bepalinge van hierdie Konvensie, wanneer hy reken dat so 'n ondersoek kan help om te bepaal watter wysigings miskien aan die Konvensie wenslik is.

(2) Elke kontrakterende Regering verbind hom om die betrokke inligting in verband met die bevindings van so 'n ondersoek aan die Organisasie te verstrek. Geen verslae of aanbevelings van die Organisasie op sodanige inligtings gebaseer, mag die identiteit of nasionaliteit van die betrokke skepe openbaar of op enige manier enige skip of persoon openlik of stilswyend verantwoordelik hou nie.

Governments and regarded for all purposes covered by the present Convention as having the same force as certificates issued by them.

ARTICLE 21

Control

(1) Ships holding a certificate issued under Article 16 or Article 17 are subject, when in the ports of other Contracting Governments, to control by officers duly authorized by such Governments. Contracting Governments shall ensure that such control is exercised as far as is reasonable and practicable with a view to verifying that there is on board a valid certificate under the present Convention. If there is a valid International Load Line Certificate (1966) on board the ship, such control shall be limited to the purpose of determining that—

- (a) the ship is not loaded beyond the limits allowed by the certificate;
- (b) the position of the load line of the ship corresponds with the certificate; and
- (c) the ship has not been so materially altered in respect to the matters set out in sub-paragraphs (a) and (b) of paragraph (3) of Article 19 that the ship is manifestly unfit to proceed to sea without danger to human life.

If there is a valid International Load Line Exemption Certificate on board, such control shall be limited to the purpose of determining that any conditions stipulated in that certificate are complied with.

(2) If such control is exercised under sub-paragraph (c) of paragraph (1) of this Article, it shall only be exercised in so far as may be necessary to ensure that the ship shall not sail until it can proceed to sea without danger to the passengers or the crew.

(3) In the event of the control provided for in this Article giving rise to intervention of any kind, the officer carrying out the control shall immediately inform in writing the Consul or the diplomatic representative of the State whose flag the ship is flying of this decision and of all the circumstances in which intervention was deemed to be necessary.

ARTICLE 22

Privileges

The privileges of the present Convention may not be claimed in favour of any ship unless it holds a valid certificate under the Convention.

ARTICLE 23

Casualties

(1) Each Administration undertakes to conduct an investigation of any casualty occurring to ships for which it is responsible and which are subject to the provisions of the present Convention when it judges that such an investigation may assist in determining what changes in the Convention might be desirable.

(2) Each Contracting Government undertakes to supply the Organization with the pertinent information concerning the findings of such investigations. No reports or recommendations of the Organization based upon such information shall disclose the identity or nationality of the ships concerned or in any manner fix or imply responsibility upon any ship or person.

ARTIKEL 24

Vorige verdrae en konvensies

(1) Alle ander verdrae, konvensies en reëlings wat in verband staan met laslynsake en wat op die oomblik van krag is tussen die Regerings wat hierdie Konvensie onderteken het, sal volledig en geheel van krag bly solank as hulle bestaan vir sover dit die volgende betref—

(a) skepe waarop hierdie Konvensie nie van toepassing is nie; en

(b) skepe waarop hierdie Konvensie wel van toepassing is, ten opsigte van sake waarvoor dit nie uitdruklik voorsiening maak nie.

(2) Wanneer sulke verdrae, konvensies of reëlings egter in stryd is met die bepalings van hierdie Konvensie, sal die bepalings van hierdie Konvensie die deurslag gee.

ARTIKEL 25

Spesiale voorskrifte opgestel deur ooreenkoms

Wanneer ingevolge hierdie Konvensie spesiale voorskrifte deur ooreenkoms tussen al of sommige van die kontrakterende Regerings opgestel word, moet sulke voorskrifte aan die Organisasie bekend gemaak word vir omsending aan al die kontrakterende Regerings.

ARTIKEL 26

Bekendmaking van inligting

(1) Die kontrakterende Regerings verbind hulle om die Organisasie op die hoogte te stel van die volgende en dit ter bewaring aan hom te stuur—

(a) 'n voldoende aantal eksemplare van die sertifikate deur hulle uitgereik ingevolge die bepalings van hierdie Konvensie vir omsending aan die kontrakterende Regerings;

(b) die teks van die wette, besluite, bevels, regulasies en ander dokumente wat in verband met die verskillende sake binne die bestek van hierdie Konvensie uitgevaardig is; en

(c) 'n lys van nie-regeringsagentskappe wat gemagtig is om namens hulle op te tree by die administrasie van laslynaangeleenthede vir omsending aan die kontrakterende Regerings.

(2) Elke kontrakterende Regering verbind hom om sy sterktestandaarde ter beskikking van enige ander kontrakterende Regering te stel indien daarom versoek.

ARTIKEL 27

Ondertekening, aanvaarding en toetreding

(1) Hierdie Konvensie, staan vir ondertekening oop vir 'n tydperk van drie maande met ingang van 5 April 1966 en daarna bly dit oopstaan vir toetreding. Regerings van die State wat lid van die Verenigde Volke-organisasie is, of van enige gespesialiseerde agentskap, of van die Internasionale Kernenergie-agentskap, of wat medeondertekenaars van die Statuut van die Internasionale Geregshof is, kan aansluit by die Konvensie deur middel van—

(a) ondertekening sonder voorbehoud aangaande aanvaarding;

(b) ondertekening onderworpe aan aanvaarding gevolg deur aanvaarding; of

(c) toetreding.

(2) Aanvaarding of toetreding moet geskied deur 'n aanvaardings- of toetredingsdokument in bewaring te gee by die Organisasie wat alle Regerings wat die Konvensie onderteken het of tot die Konvensie toetree het van elke nuwe aanvaarding of toetreding, asook van die datum van deponering van die dokument, in kennis moet stel.

ARTICLE 24

Prior Treaties and Conventions

(1) All other treaties, conventions and arrangements relating to load line matters at present in force between Governments parties to the present Convention shall continue to have full and complete effect during the terms thereof as regards—

(a) ships to which the present Convention does not apply; and

(b) ships to which the present Convention applies, in respect of matters for which it has not expressly provided.

(2) To the extent, however, that such treaties, conventions or arrangements conflict with the provisions of the present Convention, the provisions of the present Convention shall prevail.

ARTICLE 25

Special Rules drawn up by Agreement

When in accordance with the present Convention special rules are drawn up by agreement among all or some of the Contracting Governments, such rules shall be communicated to the Organization for circulation to all Contracting Governments.

ARTICLE 26

Communication of Information

(1) The Contracting Governments undertake to communicate to and deposit with the Organization—

(a) a sufficient number of specimens of their certificates issued under the provisions of the present Convention for circulation to the Contracting Governments;

(b) the text of the laws, decrees, orders, regulations and other instruments which shall have been promulgated on the various matters within the scope of the present Convention; and

(c) a list of non-governmental agencies which are authorized to act in their behalf in the administration of load line matters for circulation to the Contracting Governments.

(2) Each Contracting Government agrees to make its strength standards available to any other Contracting Government, upon request.

ARTICLE 27

Signature, Acceptance and Accession

(1) The present Convention shall remain open for signature for three months from 5 April, 1966, and shall thereafter remain open for accession. Governments of States members of the United Nations, or of any of the Specialized Agencies, or of the International Atomic Energy Agency, or parties to the Statute of the International Court of Justice may become parties to the Convention by—

(a) signature without reservation as to acceptance;

(b) signature subject to acceptance followed by acceptance; or

(c) accession.

(2) Acceptance or accession shall be effected by the deposit of an instrument of acceptance or accession with the Organization which shall inform all Governments that have signed the Convention or acceded to it of each new acceptance or accession and of the date of its deposit.

ARTIKEL 28

Inwerkingtreding

(1) Hierdie Konvensie tree in werking twaalf maande na die datum waarop minstens vyftien Regerings van die State met inbegrip van sewe elk wat 'n tonnemaat van minstens eenmiljoen ton besit, dit sonder voorbehoud wat aanvaarding betref onderteken het of aanvaardings- of toetredingsdokumente ooreenkomstig Artikel 27 gedeponeer het. Die Organisasie moet alle Regerings wat hierdie Konvensie onderteken het of tot die Konvensie toegetree het, in kennis stel van die datum waarop dit in werking tree.

(2) Vir Regerings wat 'n dokument van aanvaarding van of toetreding tot hierdie Konvensie gedeponeer het gedurende die twaalf maande in paragraaf (1) van hierdie Artikel vermeld, word die aanvaarding of toetreding geldig by die vankragwording van hierdie Konvensie of drie maande na die datum waarop die dokument van aanvaarding of toetreding gedeponeer is, watter van die twee datums ook al die laaste is.

(3) Vir Regerings wat na die datum van inwerkingtreding 'n dokument ter aanvaarding van of toetreding tot hierdie Konvensie gedeponeer het, word die Konvensie drie maande na die datum waarop so 'n dokument gedeponeer is, van krag.

(4) Na die datum waarop al die maatreëls wat nodig is om 'n wysiging van hierdie Konvensie in werking te laat tree, voltooi is, of waarop gereken word dat alle nodige aanvaardings ingevolge subparagraaf (b) van paragraaf (2) van Artikel 29 in die geval van eenparige aanvaarding, ontvang is, word beskou dat enige gedeponeerde aanvaardings- of toetredingsdokument van toepassing is op die Konvensie in sy gewysigde vorm.

ARTIKEL 29

Wysigings

(1) Hierdie Konvensie mag gewysig word op voorstel van 'n kontrakterende Regering deur middel van enige van die prosedures in hierdie Artikel aangegee.

(2) Wysiging deur eenparige aanvaarding—

(a) Op versoek van 'n kontrakterende Regering, moet enige wysiging van hierdie Konvensie deur daardie Regering voorgestel, deur die Organisasie aan alle kontrakterende Regerings bekend gemaak word vir oorweging met die oog op eenparige aanvaarding.

(b) Sodanige wysiging word 12 maande na die datum waarop dit deur alle kontrakterende Regerings aanvaar is, van krag, tensy tot 'n vroeër datum ooreengekom is. Wanneer 'n kontrakterende Regering nie binne drie jaar nadat hy vir die eerste maal deur die Organisasie van 'n wysiging in kennis gestel is, die Organisasie van sy aanvaarding of verwerping daarvan verwittig het nie, word aanvaarding van die wysiging aangeneem.

(c) Enige voorgestelde wysiging word as verwerp beskou indien alle kontrakterende Regerings dit nie binne drie jaar nadat hulle deur die Organisasie daarvan in kennis gestel is ingevolge subparagraaf (b) van hierdie paragraaf, erken het nie.

(3) Wysiging na oorweging binne die Organisasie—

(a) Op versoek van 'n kontrakterende Regering, sal enige wysiging van hierdie Konvensie wat hy voorstel, binne die Organisasie oorweeg word. Indien die wysigingsvoorstel deur 'n tweederde-meerderheid van die aanwesiges wat hul stem uitbring in die Organisasie se Komitee vir die Veiligheid van Seeliede aangeneem word, word alle lede van die Organisasie en alle kontrakterende Regerings minstens ses maande voor oorweging daarvan deur die Vergadering van die Organisasie van sodanige wysiging verwittig.

ARTICLE 28

Coming into Force

(1) The present Convention shall come into force twelve months after the date on which not less than fifteen Governments of the States, including seven each with not less than one million gross tons of shipping, have signed without reservation as to acceptance or deposited instruments of acceptance or accession in accordance with Article 27. The Organization shall inform all Governments which have signed or acceded to the present Convention of the date on which it comes into force.

(2) For Governments which have deposited an instrument of acceptance of or accession to the present Convention during the twelve months mentioned in paragraph (1) of this Article, the acceptance or accession shall take effect on the coming into force of the present Convention or three months after the date of deposit of the instrument of acceptance or accession, whichever is the later date.

(3) For Governments which have deposited an instrument of acceptance of or accession to the present Convention after the date on which it comes into force, the Convention shall come into force three months after the date of the deposit of such instrument.

(4) After the date on which all the measures required to bring an amendment to the present Convention into force have been completed, or all necessary acceptances are deemed to have been given under sub-paragraph (b) of paragraph (2) of Article 29 in case of amendment by unanimous acceptance, any instrument of acceptance or accession deposited shall be deemed to apply to the Convention as amended.

ARTICLE 29

Amendments

(1) The present Convention may be amended upon the proposal of a Contracting Government by any of the procedures specified in this Article.

(2) Amendment by unanimous acceptance:

(a) Upon the request of a Contracting Government, any amendment proposed by it to the present Convention shall be communicated by the Organization to all Contracting Governments for consideration with a view to unanimous acceptance.

(b) Any such amendment shall enter into force twelve months after the date of its acceptance by all Contracting Governments unless an earlier date is agreed upon. A Contracting Government which does not communicate its acceptance or rejection of the amendment to the Organization within three years of its first communication by the latter shall be deemed to have accepted the amendment.

(c) Any proposed amendment shall be deemed to be rejected if it is not accepted under sub-paragraph (b) of the present paragraph within three years after it has been first communicated to all Contracting Governments by the Organization.

(3) Amendment after consideration in the Organization:

(a) Upon the request of a Contracting Government, any amendment proposed by it to the present Convention will be considered in the Organization. If adopted by a majority of two-thirds of those present and voting in the Maritime Safety Committee of the Organization, such amendment shall be communicated to all Members of the Organization and all Contracting Governments at least six months prior to its consideration by the Assembly of the Organization.

- (b) Indien die wysiging deur 'n tweederde-meerderheid van die aanwesiges wat hul stem in die Vergadering uitbring, aangeneem word, word dit deur die Organisasie aan alle kontrakterende Regerings voorgelê vir aanvaarding.
- (c) Sodanige wysiging word 12 maande na die datum waarop dit deur twee derdes van die kontrakterende Regerings aanvaar is, van krag. Die wysiging word van krag ten opsigte van alle kontrakterende Regerings behalwe dié wat voor dit van krag word, verklaar dat hulle die wysiging nie aanvaar nie.
- (d) Die Vergadering mag met 'n tweederde-meerderheid van die aanwesiges wat hul stem uitbring, met inbegrip van twee derdes van die Regerings wat op die Komitee vir die Veiligheid van Seeliede verteenwoordig en in die Vergadering aanwesig is en hul stem uitbring vir aanvaarding van die wysiging 'n beslissing voorstel dat die wysiging van so 'n belangrike aard is dat enige kontrakterende Regering wat 'n verklaring kragtens subparagraaf (c) doen en wat nie binne 'n tydperk van 12 maande na vankragwording die wysiging aanvaar nie, sal op hou om een van die partye van hierdie Konvensie te wees na verstryking van daardie tydperk. Hierdie beslissing is onderworpe aan die voorafgaande aanvaarding deur twee derdes van die kontrakterende Regerings wat hierdie Konvensie onderteken het.
- (e) Niks in hierdie paragraaf vervat, sal die kontrakterende Regering wat die eerste was om optrede in gevolge hierdie paragraaf in verband met 'n wysiging van hierdie Konvensie voor te stel, belet om te eniger tyd sodanige alternatiewe stappe te neem as hy wenslik ag in gevolge paragraaf (2) of (4) van hierdie Artikel nie.
- (4) Wysiging deur 'n konferensie—
- (a) Op versoek van 'n kontrakterende Regering, met instemming van minstens een derde van die kontrakterende Regerings, sal 'n Konferensie van Regerings deur die Organisasie belê word om wysiging van hierdie Konvensie te oorweeg.
- (b) Enige wysiging wat deur so 'n konferensie aangeneem word deur 'n tweederde-meerderheid van die Regerings wat teenwoordig is en hul stem uitbring, sal aan alle kontrakterende Regerings meegedeel word ter aanvaarding.
- (c) Sodanige wysiging word 12 maande na die datum waarop dit deur twee derdes van die kontrakterende Regerings aanvaar is, van krag. Die wysiging word van krag ten opsigte van al die kontrakterende Regerings behalwe dié wat voor die vankragwording verklaar dat hul die wysiging nie aanvaar nie.
- (d) Deur 'n tweederde-meerderheid van die aanwesiges wat hul stem uitbring, mag 'n Konferensie wat in gevolge subparagraaf (a) byeengeroep is ten tyde van sy aanvaarding beslis dat 'n wysiging van so 'n belangrike aard is dat enige kontrakterende Regering wat 'n verklaring in gevolge subparagraaf (c) aflê en wat nie binne 'n tydperk van 12 maande na die vankragwording die wysiging aanvaar nie, op sal hou om 'n party van hierdie Konvensie te wees na verstryking van daardie tydperk.
- (5) Enige wysiging wat in gevolge hierdie Artikel in hierdie Konvensie aangebring word en wat op die konstruksie van 'n skip betrekking het, is eers op of na die datum waarop die wysiging van krag word van toepassing op skeepen waarvan die kiel gelê is, of wat op 'n dergelike konstruksiestadium is.
- (6) Die Organisasie moet alle kontrakterende Regerings in kennis stel van enige wysiging wat in gevolge hierdie Artikel van krag word, asook van die datum waarop so 'n wysiging van krag word.
- (b) If adopted by a two-thirds majority of those present and voting in the Assembly, the amendment shall be communicated by the Organization to all Contracting Governments for their acceptance.
- (c) Such amendment shall come into force twelve months after the date on which it is accepted by two-thirds of the Contracting Governments. The amendment shall come into force with respect to all Contracting Governments except those which, before it comes into force, make a declaration that they do not accept the amendment.
- (d) The Assembly, by a two-thirds majority of those present and voting, including two-thirds of the Governments represented on the Maritime Safety Committee and present and voting in the Assembly, may propose a determination at the time of its adoption that an amendment is of such an important nature that any Contracting Government which makes a declaration under sub-paragraph (c), and which does not accept the amendment within a period of twelve months after it comes into force, shall cease to be a party to the present Convention upon the expiry of that period. This determination shall be subject to the prior acceptance of two-thirds of the Contracting Governments to the present Convention.
- (e) Nothing in this paragraph shall prevent the Contracting Government which first proposed action under this paragraph on an amendment to the present Convention from taking at any time such alternative action as it deems desirable in accordance with paragraph (2) or (4) of this Article.
- (4) Amendment by a conference:
- (a) Upon the request of a Contracting Government, concurred in by at least one-third of the Contracting Governments, a conference of Governments will be convened by the Organization to consider amendments to the present Convention.
- (b) Every amendment adopted by such a conference by a two-thirds majority of those present and voting of the Contracting Governments shall be communicated by the Organization to all Contracting Governments for their acceptance.
- (c) Such amendment shall come into force twelve months after the date on which it is accepted by two-thirds of the Contracting Governments. The amendment shall come into force with respect to all Contracting Governments except those which, before it comes into force, make a declaration that they do not accept the amendment.
- (d) By a two-thirds majority of those present and voting, a conference convened under sub-paragraph (a) may determine at the time of its adoption that an amendment is of such an important nature that any Contracting Government which makes a declaration under sub-paragraph (c), and which does not accept the amendment within a period of twelve months after it comes into force, shall cease to be a party to the present Convention upon the expiry of that period.
- (5) Any amendments to the present Convention made under this Article which relate to the structure of a ship shall apply only to ships the keels of which are laid, or which are at a similar stage of construction, on or after the date on which the amendment comes into force.
- (6) The Organization shall inform all Contracting Governments of any amendments which come into force under this Article, together with the date on which each such amendment will come into force.

(7) Enige aanvaarding of verklaring ingevolge hierdie Artikel, moet skriftelik aan die Organisasie meegedeel word wat al die kontrakterende Regerings van die ontvangs van die aanvaarding of verklaring in kennis sal stel.

ARTIKEL 30

Opsegging

(1) Hierdie Konvensie mag enige tyd na die verloop van vyf jaar na die datum waarop die Konvensie vir 'n Regering van krag word, deur so 'n kontrakterende Regering opgesê word.

(2) Opsegging moet geskied deur skriftelike kennisgewing geadresseer aan die Organisasie wat al die ander kontrakterende Regerings moet verwittig sowel van die ontvangs van enige sodanige kennisgewing, as van die datum waarop dit ontvang is.

(3) 'n Opsegging gaan in een jaar, of sodanige langer tydperk as in die kennisgewing gespesifiseer word, na ontvangs daarvan deur die Organisasie.

ARTIKEL 31

Opskorting

(1) In die geval van vyandelikhede of ander buitengewone omstandighede wat die essensiële belange van 'n Staat met 'n Regering wat 'n kontrakterende Regering is, raak, mag daardie Regering die werking van hierdie hele Konvensie of enige gedeelte daarvan, opskort. Die opskortende Regering moet onmiddellik die Organisasie van so 'n opskorting in kennis stel.

(2) Sodanige opskorting sal ander kontrakterende Regerings nie die reg van kontrole ingevolge hierdie Konvensie oor die skepe van die opskortende Regering ontnem, wanneer sulke skepe in hul hawens lê nie.

(3) Die opskortende Regering kan te eniger tyd sodanige opskorting beëindig en moet die Organisasie onmiddellik van sodanige beëindiging in kennis stel.

(4) Die Organisasie moet alle kontrakterende Regerings van enige opskorting of beëindiging van opskorting ingevolge hierdie artikel verwittig.

ARTIKEL 32

Gebiede

(1) (a) Die Verenigde Volke, in gevalle waar hulle die administrasiegesag oor 'n gebied voer, of enige kontrakterende Regering verantwoordelik vir internasionale betrekkinge van 'n gebied, moet sodra moontlik so 'n gebied raadpleeg met die oog op toepassing van hierdie Konvensie op so 'n gebied, en kan te eniger tyd deur skriftelike kennisgewing aan die Organisasie verklaar dat hierdie Konvensie ook op so 'n gebied van toepassing sal wees.

(b) Hierdie Konvensie is dan vanaf die datum van ontvangs van die kennisgewing of van sodanige ander datum as in die kennisgewing vermeld word, ook op die gebied daarin genoem van toepassing.

(2) (a) Die Verenigde Volke of enige kontrakterende Regering wat te eniger tyd na verstryking van 'n tydperk van vyf jaar vanaf die datum waarop toepassing van die konvensie tot enige gebied uitgebrei is, 'n verklaring ingevolge sub-paragraaf (a) van paragraaf (1) van hierdie Artikel gedoen het, mag deur skriftelike kennisgewing aan die Organisasie verklaar dat hierdie Konvensie ophou om van toepassing te wees op enige gebied in die kennisgewing genoem.

(7) Any acceptance or declaration under this Article shall be made by a notification in writing to the Organization which shall notify all Contracting Governments of the receipt of the acceptance or declaration.

ARTICLE 30

Denunciation

(1) The present Convention may be denounced by any Contracting Government at any time after the expiry of five years from the date on which the Convention comes into force for that Government.

(2) Denunciation shall be effected by a notification in writing addressed to the Organization which shall inform all the other Contracting Governments of any such notification received and of the date of its receipt.

(3) A denunciation shall take effect one year, or such longer period as may be specified in the notification, after its receipt by the Organization.

ARTICLE 31

Suspension

(1) In case of hostilities or other extraordinary circumstances which affect the vital interests of a State the Government of which is a Contracting Government, that Government may suspend the operation of the whole or any part of the present Convention. The suspending Government shall immediately give notice of any such suspension to the Organization.

(2) Such suspension shall not deprive other Contracting Governments of any right of control under the present Convention over the ships of the suspending Government when such ships are within their ports.

(3) The suspending Government may at any time terminate such suspension and shall immediately give notice of such termination to the Organization.

(4) The Organization shall notify all Contracting Governments of any suspension or termination of suspension under this Article.

ARTICLE 32

Territories

(1) (a) The United Nations, in cases where they are the administering authority for a territory, or any Contracting Government responsible for the international relations of a territory, shall as soon as possible consult with such territory in an endeavour to extend the present Convention to that territory and may at any time by notification in writing to the Organization declare that the present Convention shall extend to such territory.

(b) The present Convention shall, from the date of the receipt of the notification or from such other date as may be specified in the notification, extend to the territory named therein.

(2) (a) The United Nations, or any Contracting Government which has made a declaration under sub-paragraph (a) of paragraph (1) of this Article, at any time after the expiry of a period of five years from the date on which the Convention has been so extended to any territory, may by notification in writing to the Organization declare that the present Convention shall cease to extend to any such territory named in the notification.

(b) Hierdie Konvensie sal een jaar na die datum van ontvangs van die kennisgewing deur die Organisasie of sodanige langer tydperk as daarin gespesifiseer word, nie langer op enige gebied in sodanige kennisgewing genoem van toepassing wees nie.

(3) Die Organisasie moet al die kontrakterende Regerings in kennis stel van die uitbreiding van die toepassing van hierdie Konvensie tot enige gebied waarvan in paragraaf (1) van hierdie Artikel sprake is, asook van die beëindiging van enige sodanige uitbreiding ingevolge die bepaling van paragraaf (2), en moet in so 'n geval die datum noem van wanneer af hierdie Konvensie aldus uitgebrei is of nie langer van toepassing sal wees nie.

ARTIKEL 33

Registrasie

(1) Hierdie Konvensie moet by die Organisasie ingedien word en die Sekretaris-generaal van die Organisasie moet gewaarmerkte kopieë daarvan aan alle Regerings wat die Konvensie mede-onderteken het en aan alle Regerings wat tot hierdie Konvensie toetree, stuur.

(2) Sodra hierdie Konvensie van krag word, moet die Organisasie dit laat registreer ingevolge Artikel 102 van die Handves van die Verenigde Volke.

ARTIKEL 34

Tale

Een enkele eksemplaar van hierdie Konvensie is opgestel in die Engelse en die Franse taal; albei die tale is ewe outentiek. Dit word amptelik in die Russiese en die Spaanse taal vertaal en saam met die ondertekende oorspronklike gedeponeer.

TEN BEWYSE waarvan die ondergetekendes wat behoorlik deur hulle onderskeie Regerings vir daardie doel gemagtig is, hierdie Konvensie onderteken het.

GEDOEN te Londen op hede die vyfde dag van April 1966.

AANHANGSEL I

REGULASIES VIR BEPALING VAN LASLYNE

HOOFSTUK I—ALGEMEEN

Die Regulasies neem aan dat die aard en stuwings van die vrug, ballas, ens. so is dat voldoende stabiliteit van die skip en die vermyding van buitensporige strukturele spannings verseker word.

REGULASIE 1

Sterkte van romp

Die Administrasie moet homself oortuig dat die algemene strukturele sterkte van die romp voldoende is vir die diepgang wat ooreenstem met die toegewese vryboord. Skepe wat volgens die vereistes van 'n klassifikasieburo deur die Administrasie erken, gebou en in stand gehou word, mag beskou word as sterk genoeg.

REGULASIE 2

Toepassing

(1) Aan skepe met meganiese aandrywingsmiddels of ligters, trekskuite of ander skepe sonder 'n onafhanklike

(b) The present Convention shall cease to extend to any territory mentioned in such notification one year, or such longer period as may be specified therein, after the date of receipt of the notification by the Organization.

(3) The Organization shall inform all the Contracting Governments of the extension of the present Convention to any territories under paragraph (1) of this Article, and of the termination of any such extension under the provisions of paragraph (2), stating in each case the date from which the present Convention has been or will cease to be so extended.

ARTICLE 33

Registration

(1) The present Convention shall be deposited with the Organization and the Secretary-General of the Organization shall transmit certified true copies thereof to all Signatory Governments and to all Governments which accede to the present Convention.

(2) As soon as the present Convention comes into force it shall be registered by the Organization in accordance with Article 102 of the Charter of the United Nations.

ARTICLE 34

Languages

The present Convention is established in a single copy in the English and French languages, both texts being equally authentic. Official translations in the Russian and Spanish languages shall be prepared and deposited with the signed original.

IN WITNESS WHEREOF the undersigned being duly authorized by their respective Governments for that purpose have signed the present Convention.

DONE at London this fifth day of April, 1966.

ANNEX I

REGULATIONS FOR DETERMINING LOAD LINES

CHAPTER I—GENERAL

The Regulations assume that the nature and stowage of the cargo, ballast, etc., are such as to secure sufficient stability of the ship and the avoidance of excessive structural stress.

The Regulations also assume that where there are international requirements relating to stability or subdivision, these requirements have been complied with.

REGULATION 1

Strength of Hull

The Administration shall satisfy itself that the general structural strength of the hull is sufficient for the draught corresponding to the freeboard assigned. Ships built and maintained in conformity with the requirements of a classification society recognized by the Administration may be considered to possess adequate strength.

REGULATION 2

Application

(1) Ships with mechanical means of propulsion or lighters, barges or other ships without independent means

aandrywingsmiddel, sal vryboord toegewys word ooreenkomstig die bepalinge van regulasie 1 tot en met 40 van hierdie Aanhangsel.

(2) Aan skepe wat dekvragte hout vervoer mag, buiten en behalwe die vryboord in paragraaf (1) van hierdie regulasie voorgeskryf, vryboorde vir die houtvaart toegewys word ooreenkomstig die bepalinge van regulasies 41-45 van hierdie Aanhangsel.

(3) Aan skepe wat ontwerp is om seile te hê, het sy as enigste aandrywingsmiddel of as 'n bykomstige middel, en sleepbote moet vryboorde toegewys word ooreenkomstig die bepalinge van regulasie 1 tot en met 40 van hierdie Aanhangsel. Soveel vryboord word vereis as die Administrasie bepaal.

(4) Aan skepe van hout of skepe van samegestelde konstruksie of van ander materiaal waarvan die gebruik deur die Administrasie goedgekeur is, of aan skepe met sodanige konstruksiekenmerke dat dit die toepassing van die bepalinge van hierdie Aanhangsel onredelik of onprakties maak, sal vryboorde toegewys word soos deur die Administrasie bepaal.

(5) Regulasies 10 tot en met 26 van hierdie Aanhangsel is van toepassing op elke skip waaraan 'n minimum vryboord toegewys is. Verslapping van hierdie vereistes mag aan 'n skip verleen word waaraan 'n groter vryboord as die minimum toegewys is op voorwaarde dat die Administrasie tevrede is met die veiligheidstoestande wat voorsien is.

REGULASIE 3

Omskrywing van terme in die Aanhangsel gebruik

(1) *Lengte*. Ses-en-neëntig persent van die totale lengte op 'n waterlyn by 85 persent van die kleinste holte in die sye gemeet vanaf die bokant van die kiel, of die lengte van die voorkant van die voorstewe tot die as van die roerkoning op daardie waterlyn as dit groter is, word as die lengte (L) beskou. In skepe wat met 'n helling van die kiel ontwerp is, moet die waterlyn waarlangs hierdie lengte gemeet word, parallel wees met die ontwerpwaterlyn.

(2) *Loodlyne*. Die voorste en agterste loodlyne word gemeet by die voorste en agterste punte van die lengte (L). Die voorste loodlyn moet saamval met die voorkant van die voorstewe op die waterlyn waarlangs die lengte gemeet word.

(3) *Midskeeps*. Midskeeps is in die middel van die lengte (L).

(4) *Breedte*. Tensy uitdruklik andersins bepaal, is die breedte (B) die maksimum breedte van die skip, midskeeps gemeet tot die buitekant van die spante by 'n skip met 'n huid van metaal en tot die buitevlak van die romp by 'n skip met 'n huid van enige ander materiaal.

(5) *Holte in die sye*:

(a) Die holte in die sye is die vertikale afstand gemeet van die bokant van die kiel tot die bokant van die vryboorddekbalk aan die sykant. In skepe van hout en skepe van meer as een materiaal gemaak, word die afstand gemeet vanaf die onderste rand van die kielspanning. Wanneer die onderste deel van die midskeeps deel hol van vorm is, of waar dik bodemplanke aangebring is, word die afstand gemeet vanaf die punt waar die lyn van die plat gedeelte van die bodem wat inwaarts loop, die sy van die kiel sny.

(b) By skepe met geronde boordwande, word die holte in die sye gemeet tot by die snypunt van die buitekante van die dek en die syhuidbeplating, waarby hierdie buitekante deurloop asof die boordwand 'n hoekige ontwerp het,

(c) Waar die vryboorddek trapvormig is en die verhoogde deel van die dek verby die punt strek, waar die holte in die sye bepaal moet word, word

of propulsion, shall be assigned freeboards in accordance with the provisions of Regulations 1-40 inclusive of this Annex.

(2) Ships carrying timber deck cargoes may be assigned, in addition to the freeboards prescribed in paragraph (1) of this Regulation, timber freeboards in accordance with the provisions of Regulations 41-45 of this Annex.

(3) Ships designed to carry sail, whether as the sole means of propulsion or as a supplementary means, and tugs, shall be assigned freeboards in accordance with the provisions of Regulations 1-40 inclusive of this Annex. Such additional freeboard shall be required as determined by the Administration.

(4) Ships of wood or of composite construction, or of other materials the use of which the Administration has approved, or ships whose constructional features are such as to render the application of the provisions of this Annex unreasonable or impracticable, shall be assigned freeboards as determined by the Administration.

(5) Regulations 10 to 26 inclusive of this Annex shall apply to every ship to which a minimum freeboard is assigned. Relaxations from these requirements may be granted to a ship to which a greater than minimum freeboard is assigned on condition that the Administration is satisfied with the safety conditions provided.

REGULATION 3

Definitions of Terms used in the Annexes

(1) *Length*. The length (L) shall be taken as 96 per cent of the total length on a waterline at 85 per cent of the least moulded depth measured from the top of the keel, or as the length from the fore side of the stem to the axis of the rudder stock on that waterline, if that be greater. In ships designed with a rake of keel the waterline on which this length is measured shall be parallel to the designed waterline.

(2) *Perpendiculars*. The forward and after perpendiculars shall be taken at the forward and after ends of the length (L). The forward perpendicular shall coincide with the foreside of the stem on the waterline on which the length is measured.

(3) *Amidships*. Amidships is at the middle of the length (L).

(4) *Breadth*. Unless expressly provided otherwise, the breadth (B) is 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.

(5) *Moulded Depth*:

(a) The moulded depth is the vertical distance measured from the top of the keel to the top of the freeboard deck beam at side. In wood and composite ships the distance is 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 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 gunwale were of angular design.

(c) Where the freeboard deck is stepped and the raised part of the deck extends over the point at which the moulded depth is to be determined, the

die holte in die sye gemeet tot by 'n verwysingslyn wat van die onderste deel van die dek al langs 'n lyn parallel met die verhoogde deel loop.

(6) *Holte vir berekening van die vryboord (D):*

(a) Die holte vir die berekening van die vryboord (D) gebruik, is die holte midskeeps, plus die dikte van die vryboorddekstringerplaat waar dit vasgemaak

$$\text{is, plus } \frac{T(L-S)}{L} \text{ indien die blootgestelde vryboord-}$$

dek beklee is, waarby

T die gemiddelde dikte van die blootgestelde bekleding vry van dekopenings is, en

S die totale lengte van die bobou soos aangegee in subparagraaf (10) (d) van hierdie Regulasie.

(b) Die holte vir berekening van die vryboord (D) by 'n skip wat 'n geronde boordwand het met 'n straal van meer as 4 persent van die breedte (B) of met bokante van 'n ongewone vorm, is die holte vir die berekening van die vryboord van 'n skip wat 'n grootskant het met vertikale bokante en met dieselfde dwarsbalkroning en oppervlakte van die boonste deel gelyk aan die van die werklike grootskant.

(7) *Blokkoëffisiënt.* Die blokkoëffisiënt (C_b) word gegee deur

$$C_b = \frac{\nabla}{L.B.d_1}; \text{ waarby}$$

∇ die volume is van die waterverplasing van die skip ooreenkomstig die mal, met uitsluiting van skroefasverdikking, by 'n skip met 'n huid van metaal, en die volume van die waterverplasing na die buitevlak van die romp by 'n skip met 'n huid van 'n ander materiaal, albei geneem by 'n diepgang ooreenkomstig die mal van d_1 ; en waarby

d_1 85 persent van die kleinste holte in die sye is.

(8) *Vryboord.* Die toegewese vryboord is die afstand wat midskeeps vertikaal afwaarts gemeet word vanaf die boonste rand van die deklyn tot die boonste rand van die verwante laslyn.

(9) *Vryboorddek.* Die vryboorddek is normaalweg die boonste deurlopende dek wat aan wind en weer en die see blootgestel is, en wat permanente middels het vir die sluiting van alle openings in die deel wat aan weer en wind blootgestel is, en waaronder alle openings in die sy-kante van die skip toegerus is met permanente middels vir waterdigte afsluiting. By 'n skip wat 'n nie-deurlopende vryboorddek het, word die laagste lyn van die blootgestelde dek en die voortsetting van daardie lyn parallel met die boonste deel van die dek, beskou as die vryboorddek. Volgens die keuse van die eienaar en onderworpe aan goedkeuring deur die Administrasie, kan 'n tussendek die vryboorddek genoem word, mits dit 'n deurlopende en permanente dek is wat deurloop na agter en na voor ten minste tussen die masjienruim en die boonste beskotte en wat ook dwarsskeeps deurloop. Wanneer hierdie tussendek trapvormig is, word die laagste lyn van die dek en die voortsetting van daardie lyn parallel met die boonste deel van die dek, beskou as die vryboorddek. Wanneer 'n tussendek vryboorddek genoem word, word die deel van die romp wat bo die vryboorddek uitsteek, beskou as 'n bobou vir sover dit die toepassing van die voorwaardes vir toewysing en die berekening van die vryboord betref. Dit is van hierdie dek dat die vryboord bereken word.

(10) *Bobou.*

(a) 'n Bobou is 'n oordekte konstruksie op die vryboorddek wat van kant tot kant van die skip strek of met syplate wat nie meer as 4 persent van die breedte (B) binneboords van die huidbeplating is nie. 'n Verhoogde agterdek word as bobou beskou.

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.

(6) *Depth for Freeboard (D):*

(a) The depth for freeboard (D) is the moulded depth amidships, plus the thickness of the freeboard deck

$$\text{stringer plate, where fitted, plus } \frac{T(L-S)}{L} \text{ if the ex-}$$

posed freeboard deck is sheathed, where

T is the mean thickness of the exposed sheathing clear of deck openings, and

S is the total length of superstructures as defined in sub-paragraph (10) (d) of this Regulation.

(b) The depth for freeboard (D) in a ship having a rounded gunwale with a radius greater than 4 per cent of the breadth (B) or having topsides of unusual form is the depth for freeboard of a ship having a midship section with vertical topsides and with the same round of beam and area of topside section equal to that provided by the actual midship section.

(7) *Block Coefficient.* The block coefficient (C_b) is given by

$$C_b = \frac{\nabla}{L.B.d_1}; \text{ where}$$

∇ is the volume of the moulded displacement of the ship, excluding bossing, in a ship with a metal shell, and is the volume of displacement to the outer surface of the hull in a ship with a shell of any other material, both taken at a moulded draught of d_1 ; and where

d_1 is 85 per cent of the least moulded depth.

(8) *Freeboard.* The freeboard assigned is the distance measured vertically downwards amidships from the upper edge of the deck line to the upper edge of the related load line.

(9) *Freeboard Deck.* The freeboard deck is normally the uppermost complete deck exposed to weather and sea, which has permanent means of closing all openings in the weather part thereof, and below which all openings in the sides of the ship are fitted with permanent means of watertight closing. In a ship having a discontinuous freeboard 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 freeboard deck. At the option of the owner and subject to the approval of the Administration, a lower deck may be designated as the freeboard deck, provided it is a complete and permanent deck continuous in a fore and aft direction at least between the machinery space and peak bulkheads and continuous athwartships. When this lower deck is stepped the lowest line of the deck and the continuation of that line parallel to the upper part of the deck is taken as the freeboard deck. When a lower deck is designated as the freeboard deck, that part of the hull which extends above the freeboard deck is treated as a superstructure so far as concerns the application of the conditions of assignment and the calculation of freeboard. It is from this deck that the freeboard is calculated.

(10) *Superstructure:*

(a) A superstructure is a decked structure on the freeboard deck, extending from side to side of the ship or with the side plating not being inboard of the shell plating more than 4 per cent of the breadth (B). A raised quarter-deck is regarded as a superstructure.

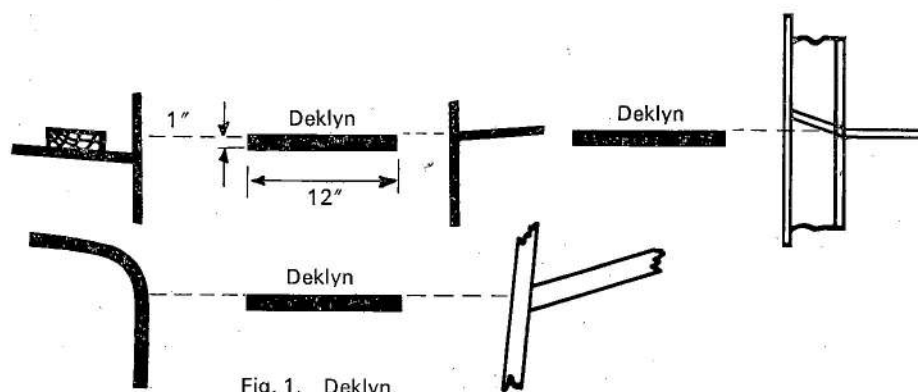


Fig. 1. Deklyn.

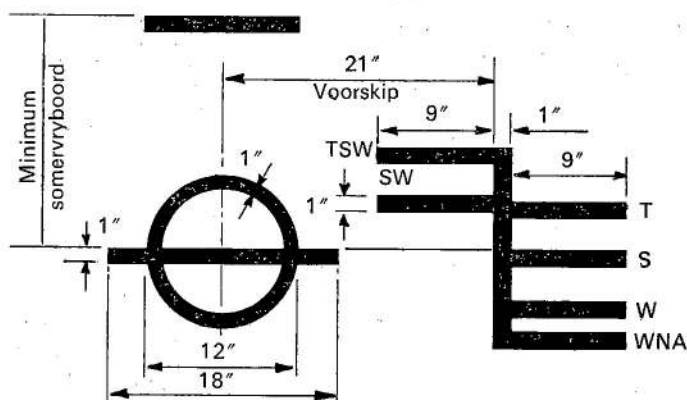


Fig. 2. Laslynmerk en lyne vir gebruik saam met hierdie merk.

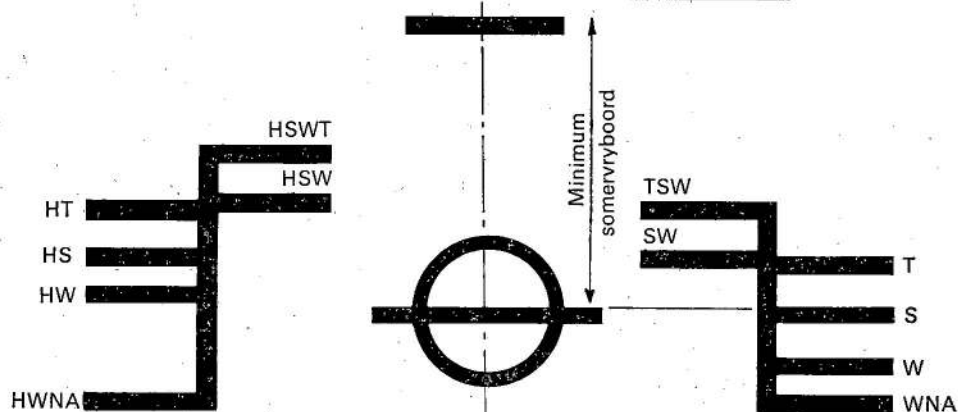


Fig. 3. Houtmaatlaslynmerk en lyne vir gebruik saam met hierdie merk.

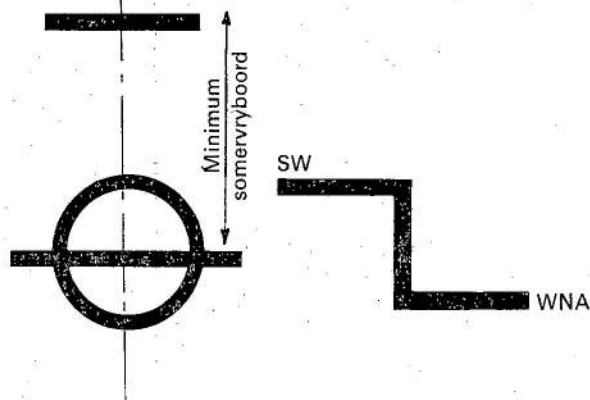
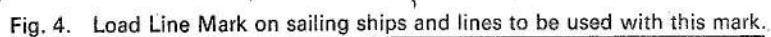
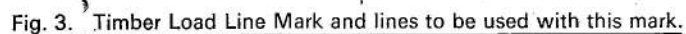
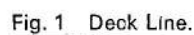


Fig. 4. Laslynmerk op seilskepe en lyne vir gebruik saam met hierdie merk.

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- (b) 'n Ingeslote bobou is 'n bobou met—
- (i) eindbeskotte van deugdelike konstruksie;
 - (ii) eventuele toegangsoopenings in hierdie beskotte van deure voorsien wat aan die vereistes van regulasie 12 voldoen;
 - (iii) alle ander openings in sye of ente van die bobou wat van deuglike weervaste sluitingsmiddels voorsien is.
- 'n Brug of kampanje word nie as ingeslote beskou nie tensy voorsiening gemaak is vir die bemanning om by die masjien- en ander werkruime in hierdie bobou te kom deur ander middels wat te alle tye beskikbaar is wanneer die beskotopenings gesluit is.
- (c) Die hoogte van 'n bobou is die kleinste vertikale afstand aan die sykant gemeet van die bokant van die boboudekbalke tot die bokant van die vryboorddekbalke.
- (d) Die lengte van 'n bobou (S) is die gemiddelde lengte van die deel van die bobou wat binne lengte (L) lê.
- (11) *Gladdekskip*. 'n Gladdekskip is 'n skip wat geen bobou op die vryboorddek het nie.
- (12) *Weervas*. Weervas beteken dat onder enige omstandighede op see geen water in die skip sal indring nie.

REGULASIE 4

Deklyn

Die deklyn is 'n horisontale lyn 300 millimeters (12 duim) lank en 25 millimeters (1 duim) breed. Dit word midskeeps aan weerskante van die skip aangebring en sy bokant loop normaalweg deur die punt waar die uitwaartse voortsetting van die bovlak van die vryboorddek die buitevlak van die huid sny (soos afgebeeld in figuur 1), met dien verstande dat die deklyn aangebring mag word met verwysing na 'n ander vaste punt op die skip op voorwaarde dat die vryboord dienooreenkomstig gekorrigeer word. Die plek van die verwysingspunt en die identifikasie van die vryboorddek moet altyd op die Internasionale Laslynsertifikaat (1966) aangegee word.

REGULASIE 5

Laslynmerk

Die laslynmerk bestaan uit 'n sirkel met 'n buitendiameter van 300 millimeters (12 duim), is 25 millimeters (1 duim) breed en word gesny deur 'n horisontale lyn met 'n lengte van 450 millimeters (18 duim) en 'n breedte van 25 millimeters (1 duim), en sy bokant loop deur die middelpunt van die sirkel. Die middelpunt van die sirkel word midskeeps geplaas op 'n afstand wat gelyk is aan die toegewese somervryboord vertikale onder die bokant van die deklyn gemeet (soos afgebeeld in figuur 2).

REGULASIE 6

Lyne vir gebruik saam met laslynmerk

(1) Die lyne wat die laslyn volgens hierdie regulasies toegewys aandui, moet horisontale lyne wees 230 millimeters (9 duim) lank en 25 millimeters (1 duim) breed. Tensy uitdruklik anders bepaal, begin hulle by en staan loodreg op 'n vertikale lyn 25 millimeters (1 duim) breed en aangebring op 'n afstand van 540 millimeter (21 duim) voor die middelpunt van die sirkel (soos afgebeeld in figuur 2).

(2) Die volgende laslyne word gebruik:

- (a) Die somerlaslyn aangedui deur die bokant van die lyn wat deur die middelpunt van die sirkel loop en ook deur 'n lyn wat S gemerk is.

- (b) An enclosed superstructure is a superstructure with:
- (i) enclosing bulkheads of efficient construction.
 - (ii) access openings, if any, in these bulkheads fitted with doors complying with the requirements of Regulation 12;
 - (iii) all other openings in sides or ends of the superstructure fitted with efficient weathertight means of closing.

A bridge or poop shall not be regarded as enclosed unless access is provided for the crew to reach machinery and other working spaces inside these superstructures by alternative means which are available at all times when bulkhead openings are closed.

- (c) The height of a superstructure is the least vertical height measured at side from the top of the superstructure deck beams to the top of the freeboard deck beams.
- (d) The length of a superstructure (S) is the mean length of the part of the superstructure which lies within the length (L).
- (11) *Flush Deck Ship*. A flush deck ship is one which has no superstructure on the freeboard deck.
- (12) *Weathertight*. Weathertight means that in any sea conditions water will not penetrate into the ship.

REGULATION 4

Deck Line

The deck line is a horizontal line 300 millimetres (12 inches) in length and 25 millimetres (1 inch) in breadth. It shall be marked amidships on each side of the ship, and its upper edge shall normally pass through the point where the continuation outwards of the upper surface of the freeboard deck intersects the outer surface of the shell (as illustrated in Figure 1), provided that the deck line may be placed with reference to another fixed point on the ship on condition that the freeboard is correspondingly corrected. The location of the reference point and the identification of the freeboard deck shall in all cases be indicated on the International Load Line Certificate (1966).

REGULATION 5

Load Line Mark

The Load Line Mark shall consist of a ring 300 millimetres (12 inches) in outside diameter and 25 millimetres (1 inch) wide which is intersected by a horizontal line 450 millimetres (18 inches) in length and 25 millimetres (1 inch) in breadth, the upper edge of which passes through the centre of the ring. The centre of the ring shall be placed amidships and at a distance equal to the assigned summer freeboard measured vertically below the upper edge of the deck line (as illustrated in Figure 2).

REGULATION 6

Lines to be used with the Load Line Mark

(1) The lines which indicate the load line assigned in accordance with these Regulations shall be horizontal lines 230 millimetres (9 inches) in length and 25 millimetres (1 inch) in breadth which extend forward of, unless expressly provided otherwise, and at right angles to, a vertical line 25 millimetres (1 inch) in breadth marked at a distance 540 millimetres (21 inches) forward of the centre of the ring (as illustrated in Figure 2).

(2) The following load lines shall be used:

- (a) The Summer Load Line indicated by the upper edge of the line which passes through the centre of the ring and also by a line marked S.

- (b) Die winterlaslyn aangedui deur die bokant van 'n lyn wat W gemerk is.
- (c) Die Noord-Atlantiese winterlaslyn aangedui deur die bokant van 'n lyn wat WNA gemerk is.
- (d) Die tropiese laslyn aangedui deur die bokant van 'n lyn wat T gemerk is.
- (e) Die soetwaterlaslyn in die somer aangedui deur die bokant van 'n lyn wat SW gemerk is. Die soetwaterlaslyn in die somer word aangebring agter die vertikale lyn. Die verskil tussen die soetwaterlaslyn in die somer en die somerlaslyn is die korreksie wat toegepas word vir die laai in soetwater by ander laslyne.
- (f) Die tropiese soetwaterlaslyn aangedui deur die bokant van 'n lyn wat TSW gemerk en agter die vertikale lyn aangebring is.
- (3) As vryboorde vir die houtvaart toegewys word ingevolge hierdie Regulasies, moet die houtvaartlaslyne saam met die gewone laslyne aangebring word. Hierdie lyne moet horisontale lyne wees, 230 millimeters (9 duim) lank en 25 millimeters (1 duim) breed wat agtertoe loop, tensy uitdruklik anders bepaal, en loodreg op 'n vertikale lyn staan wat 25 millimeters (1 duim) breed is aangebring op 'n afstand van 540 millimeters (21 duim) agter die middelpunt van die sirkel (soos in figuur 3 afgebeeld).
- (4) Onderstaande houtvaartlaslyne moet gebruik word:
- (a) Die somerhoutvaartlaslyn aangedui deur die bokant van 'n lyn wat HS gemerk is.
- (b) Die winterhoutvaartlaslyn aangedui deur die bokant van 'n lyn wat HW gemerk is.
- (c) Die Noord-Atlantiese winterhoutvaartlaslyn aangedui deur die bokant van 'n lyn wat HWNA gemerk is.
- (d) Die tropiese houtvaartlaslyn aangedui deur die bokant van 'n lyn wat HT gemerk is.
- (e) Die soetwaterhoutvaartlaslyn in die somer aangedui deur die bokant van 'n lyn wat HSW en voor die vertikale lyn aangebring.
- Die verskil tussen die soetwaterhoutvaartlaslyn in die somer en die somerhoutvaartlaslyn is die korreksie wat toegepas moet word vir laai in soetwater by die ander houtvaartlaslyne.
- (f) Die soetwaterhoutvaartlaslyn in die tropiese vaargebied aangedui deur die bokant van 'n lyn wat HSWT gemerk en voor die vertikale lyn aangebring is.
- (5) Wanneer die kenmerke van 'n skip of die aard van die skip se diens of navigasiegrense enige van die seisoenslyne ontoepaslik maak, kan hierdie lyne weggelaat word.
- (6) Wanneer aan 'n skip meer as die minimum vryboord toegewys is sodat die laslyn verskyn in 'n posisie wat ooreenstem met, of laer is as die laagste seisoenslaslyn toegewys by minimum vryboord ingevolge hierdie Konvensie, hoef slegs die soetwaterlaslyn aangebring te word.
- (7) Op seilskepe behoeft slegs die soetwaterlaslyn en die Noord-Atlantiese winterlaslyn aangebring te word (soos in figuur 4 afgebeeld).
- (8) Wanneer 'n Noord-Atlantiese winterlaslyn identies is met die winterlaslyn wat met dieselfde vertikale lyn ooreenstem, moet hierdie laslyn W gemerk word.
- (9) Bykomstige laslyne wat volgens ander internasionale konvensies wat van krag is, vereis word, mag loodreg op en agter die vertikale lyn in paragraaf (1) van hierdie Regulasie gespesifiseer aangebring word.

REGULASIE 7

Merk van toewysende gesag

Die merk van die gesag deur wie die laslyne toegewys word, mag langs die laslynsirkel aangedui word bo die horisontale lyn wat deur die middelpunt van die sirkel loop of daarbo en daaronder. Hierdie merk moet bestaan

- (b) The Winter Load Line indicated by the upper edge of a line marked W.
- (c) The Winter North Atlantic Load Line indicated by the upper edge of a line marked WNA.
- (d) The Tropical Load Line indicated by the upper edge of a line marked T.
- (e) The Fresh Water Load Line in summer indicated by the upper edge of a line marked F. The Fresh Water Load Line in summer is marked abaft the vertical line. The difference between the Fresh Water Load Line in summer and the Summer Load Line is the allowance to be made for loading in fresh water at the other load lines.
- (f) The Tropical Fresh Water Load Line indicated by the upper edge of a line marked TF, and marked abaft the vertical line.
- (3) If timber freeboards are assigned in accordance with these Regulations, the timber load lines shall be marked in addition to ordinary load lines. These lines shall be horizontal lines 230 millimetres (9 inches) in length and 25 millimetres (1 inch) in breadth which extend abaft unless expressly provided otherwise, and are at right angles to, a vertical line 25 millimetres (1 inch) in breadth marked at a distance 540 millimetres (21 inches) abaft the centre of the ring (as illustrated in Figure 3).
- (4) The following timber load lines shall be used:
- (a) The Summer Timber Load Line indicated by the upper edge of a line marked LS.
- (b) The Winter Timber Load Line indicated by the upper edge of a line marked LW.
- (c) The Winter North Atlantic Timber Load Line indicated by the upper edge of a line marked LWNA.
- (d) The Tropical Timber Load Line indicated by the upper edge of a line marked LT.
- (e) The Fresh Water Timber Load Line in summer indicated by the upper edge of a line marked LF and marked forward of the vertical line.
- The difference between the Fresh Water Timber Load Line in summer and the Summer Timber Load Line is the allowance to be made for loading in fresh water at the other timber load lines.
- (f) The Fresh Water Timber Load Line in the Tropical Zone indicated by the upper edge of a line marked LTF and marked forward of the vertical line.

(5) Where the characteristics of a ship or the nature of the ship's service or navigational limits make any of the seasonal lines inapplicable, these lines may be omitted.

(6) Where a ship is assigned a greater than minimum freeboard so that the load line is marked at a position corresponding to, or lower than, the lowest seasonal load line assigned at minimum freeboard in accordance with the present Convention, only the Fresh Water Load Line need be marked.

(7) On sailing ships only the Fresh Water Load Line and the Winter North Atlantic Load Line need be marked (as illustrated in Figure 4).

(8) Where a Winter North Atlantic Load Line is identical with the Winter Load Line corresponding to the same vertical line, this load line shall be marked W.

(9) Additional load lines required by other international conventions in force may be marked at right angles to and abaft the vertical line specified in paragraph (1) of this Regulation.

REGULATION 7

Mark of Assigning Authority

The mark of the Authority by whom the load lines are assigned may be indicated alongside the load line ring above the horizontal line which passes through the centre of the ring, or above and below it. This mark shall con-

uit hoogstens vier beginletters ter identifisering van die gesag se naam. Hierdie letters moet elk ongeveer 115 millimeters ($4\frac{1}{2}$ duim) hoog wees en 75 millimeters (3 duim) breed.

REGULASIE 8

Besonderhede van merke

Die sirkels, lyne en letters moet in wit of geel op 'n donker agtergrond of swart op 'n ligte agtergrond geverf word. Hulle moet ook permanent aangebring word op die sykant van skepe, tot tevredenheid van die Administrasie. Die merke moet duidelik leesbaar wees en, indien nodig, moet spesiale maatreëls vir hierdie doel getref word.

REGULASIE 9

Verifiëring van merke

Die Internasionale Laslynsertifikaat (1966) word nie aan 'n skip oorhandig nie alvorens die offisier of ondersoeker wat ingevolge Artikel 13 van hierdie Konvensie optree, gesertifiseer het dat die merke korrek en permanent op die skip se sykante aangegee is.

HOOFSTUK II—VOORWAARDES VIR TOEWYSING VAN VRYBOORD

REGULASIE 10

Inligting wat aan die kaptein verstrek moet word

(1) Aan die kaptein van elke nuwe skip moet voldoende inligting verstrek word, in die goedgekeurde vorm, om hom in staat te stel om reëlins te tref vir die laai en ballas van sy skip op so 'n manier dat die skepping van enige onaanneemlike spannings in die skip se konstruksie vermy word, met dien verstande dat hierdie vereiste nie op enige bepaalde lengte, ontwerp of klas van skip van toepassing behoeft te wees nie wanneer die Administrasie dit as onnodig beskou.

(2) Die kaptein van elke nuwe skip wat nie reeds ingevolge 'n geldige internasionale konvensie vir die veiligheid van die lewens van seeliede, van stabiliteitsinligting voorsien is nie, moet van voldoende inligting in 'n goedgekeurde vorm voorsien word om hom leiding aangaande die stabiliteit van die skip onder wisselende diensomstandighede te gee en 'n kopie daarvan moet aan die Administrasie gestuur word.

REGULASIE 11

Entbeskotte van die bobou

Beskotte aan die blootgestelde ente van 'n ingeslote bobou moet doeltreffend gebou wees en die Administrasie tevrede stel.

REGULASIE 12

Deure

(1) Alle toegangsopenings in entbeskotte van 'n ingeslote bobou moet van staaldeure of deure van 'n gelykwaardige materiaal voorsien wees wat permanent en stewig aan die beskot bevestig is en van kosyne en verstwingstyle voorsien wees en so aangebring dat die hele konstruksie net so sterk is as die beskot sonder openings, en verder moet hulle wanneer gesluit teen wind en weer bestand wees. Die middels om hierdie deure so te bevestig dat hulle teen wind en weer bestand is, moet bestaan uit pakstukke en klampinrigtings of ander gelykwaardige middels, en moet blywend aan die beskot of aan die

sist of not more than four initials to identify the Authority's name, each measuring approximately 115 millimetres ($4\frac{1}{2}$ inches) in height and 75 millimetres (3 inches) in width.

REGULATION 8

Details of Marking

The ring, lines and letters shall be painted in white or yellow on a dark ground or in black on a light ground. They shall also be permanently marked on the sides of the ships to the satisfaction of the Administration. The marks shall be plainly visible and, if necessary, special arrangements shall be made for this purpose.

REGULATION 9

Verification of Marks

The International Load Line Certificate (1966) shall not be delivered to the ship until the officer or surveyor acting under the provisions of Article 13 of the present Convention has certified that the marks are correctly and permanently indicated on the ship's sides.

CHAPTER II—CONDITIONS OF ASSIGNMENT OF FREEBOARD

REGULATION 10

Information to be supplied to the Master

(1) The master of every new ship shall be supplied with sufficient information, in an approved form, to enable him to arrange for the loading and ballasting of his ship in such a way as to avoid the creation of any unacceptable stresses in the ship's structure, provided that this requirement need not apply to any particular length, design of class of ship where the Administration consider it to be unnecessary.

(2) The master of every new ship which is not already provided with stability information under an international convention for the safety of life at sea in force shall be supplied with sufficient information in an approved form to give him guidance as to the stability of the ship under varying conditions of service, and a copy shall be furnished to the Administration.

REGULATION 11

Superstructure End Bulkheads

Bulkheads at exposed ends of enclosed superstructures shall be of efficient construction and shall be to the satisfaction of the Administration.

REGULATION 12

Doors

(1) All access openings in bulkheads at ends of enclosed superstructures shall be fitted with doors of steel or other equivalent material, permanently and strongly attached to the bulkhead, and framed, stiffened and fitted so that the whole structure is of equivalent strength to the unpierced bulkhead and weathertight when closed. The means for securing these doors weathertight shall consist of gaskets and clamping devices or other equivalent means and shall

deure self bevestig wees, en die deure moet so gehang word dat hul van weerskante van die beskot oop- en toegemaak kan word.

(2) Behalwe wanneer andersins in hierdie regulasies bepaal, moet die hoogte van die drempels van toegangsopenings en entbeskotte van 'n ingeslote bobou minstens 380 millimeters (15 duim) bo die dek wees.

REGULASIE 13

Posisie van luik- en deuropenings en van lugkokers

Vir die doel van die regulasies, word twee posisies van luik- en deuropenings en van lugkokers as volg gedefinieer:

- Posisie 1—op 'n blootgestelde vryboord- en verhoogde agterdek, en op 'n blootgestelde boboudek voor 'n punt geleë wat hom bevind op 'n kwart van die skip se lengte gemeet vanaf die voorste loodlyn.
- Posisie 2—op 'n blootgestelde boboudek geleë agter 'n kwart van die skip se lengte, gemeet vanaf die voorste loodlyn.

REGULASIE 14

Vrag- en ander luikopenings

(1) Die bou en middels om die weerbestandheid van vrag- en ander luikopenings in posisies 1 en 2 te verseker, moet minstens aan die vereistes van Regulasies 15 en 16 van hierdie Aanhangsel voldoen.

(2) Luikhoofde en luike van blootgestelde luikopenings op dekke bo die boboudek moet aan die vereistes van die Administrasie voldoen.

REGULASIE 15

Luikopenings met verplaasbare luike gesluit en weerbestand bevestig met teerseile en vaskeg-inrigtings

Luikhoofde

(1) Die hoofde van luikopenings met verplaasbare luike toegemaak en weerbestand bevestig deur middel van teerseile en vaskeg-inrigtings moet stewig gebou wees, en hul hoogte bo die dek moet minstens soos volg wees:

- 600 millimeter ($23\frac{1}{2}$ duim) indien in posisie 1.
450 Millimeter ($17\frac{1}{2}$ duim) indien in posisie 2.

Luike

(2) Die breedte van elke dravlak vir luike moet minstens 65 millimeter ($2\frac{1}{2}$ duim) wees.

(3) Wanneer die luike van hout gemaak is, moet die afgewerkte dikte minstens 60 millimeter ($2\frac{3}{8}$ duim) wees by 'n spanwydte van minstens 1.5 meter (4.9 voet).

(4) Wanneer die luike van sagtestaal gemaak is, word die sterkte bereken met veronderstelde ladinge van minstens 1.75 metrieke ton per vierkante meter (358 pond per vierkante voet) op luikopenings in posisie 1, en minstens 1.30 metrieke ton per vierkante meter (266 pond per vierkante voet) op luikopenings in posisie 2, en die produk van die maksimum spanning aldus bereken en die faktor 4.25 mag nie die minimum breeksterkte van die materiaal oorskry nie. Hulle moet so ontwerp wees dat die deurbuiging beperk word tot hoogstens 0.0028 maal die spanwydte onder hierdie ladinge.

(5) Die veronderstelde ladinge op luikopenings in posisie 1 mag tot 1 metrieke ton per vierkante meter (205 pond per vierkante voet) verminder word in die geval van skepe wat 24 meter (79 voet) lank is en moet minstens 1.75 metrieke ton per vierkante meter (358 pond per vierkante voet) wees in die geval van skepe wat 100 meter

be permanently attached to the bulkhead or to the doors themselves, and the doors shall be so arranged that they can be operated from both sides of the bulkhead.

(2) Except as otherwise provided in these Regulations, the height of the sills of access openings in bulkheads at ends of enclosed superstructures shall be at least 380 millimetres (15 inches) above the deck.

REGULATION 13

Position of Hatchways, Doorways and Ventilators

For the purpose of the Regulations, two positions of hatchways, doorways and ventilators are defined as follows:

- Position 1—Upon exposed freeboard and raised quarter decks, and upon exposed superstructure decks situated forward of a point located a quarter of the ship's length from the forward perpendicular.
- Position 2—Upon exposed superstructure decks situated abaft a quarter of the ship's length from the forward perpendicular.

REGULATION 14

Cargo and Other Hatchways

(1) The construction and the means for securing the weathertightness of cargo and other hatchways in positions 1 and 2 shall be at least equivalent to the requirements of Regulations 15 and 16 of this Annex.

(2) Coamings and hatchway covers to exposed hatchways on decks above the superstructure deck shall comply with the requirements of the Administration.

REGULATION 15

Hatchways closed by Portable Covers and secured weathertight by Tarpaulins and Battening Devices

Hatchway Coamings

(1) The coamings of hatchways closed by portable covers secured weathertight by tarpaulins and battening devices shall be of substantial construction, and their height above the deck shall be at least as follows:

- 600 millimetres ($23\frac{1}{2}$ inches) if in position 1.
450 millimetres ($17\frac{1}{2}$ inches) if in position 2.

Hatchway Covers

(2) The width of each bearing surface for hatchway covers shall be at least 65 millimetres ($2\frac{1}{2}$ inches).

(3) Where covers are made of wood, the finished thickness shall be at least 60 millimetres ($2\frac{3}{8}$ inches) in association with a span of not more than 1.5 metres (4.9 feet).

(4) Where covers are made of mild steel the strength shall be calculated with assumed loads not less than 1.75 metric tons per square metre (358 pounds per square foot) on hatchways in position 1, and not less than 1.30 metric tons per square metre (266 pounds per square foot) on hatchways in position 2, and the product of the maximum stress thus calculated and the factor 4.25 shall not exceed the minimum ultimate strength of the material. They shall be so designed as to limit the deflection to not more than 0.0028 times the span under these loads.

(5) The assumed loads on hatchways in position 1 may be reduced to 1 metric ton per square metre (205 pounds per square foot) for ships 24 metres (79 feet) in length and shall be not less than 1.75 metric tons per square metre (358 pounds per square foot) for ships 100 metres

(328 voet) lank is. Die ooreenstemmende ladinge op luikopenings in posisie 2 mag onderskeidelik tot 0.75 metrieke ton per vierkante meter (154 pond per vierkante voet) en 1.30 metrieke ton per vierkante meter (266 pond per vierkante voet) verminder word. In alle gevalle moet waardes by tussenliggende lengtes deur interpolasie verkry word.

Verplaasbare luikskilde

(6) Waar verplaasbare skilde vir stutting van luike van sagtestaal gemaak is, moet die sterkte bereken word met veronderstelde ladinge van minstens 1.75 metrieke ton per vierkante meter (358 pond per vierkante voet) op luikopenings in posisie 1, en minstens 1.30 metrieke ton per vierkante meter (266 pond per vierkante voet) op luikopenings in posisie 2, en die produk van die maksimum spanning aldus bereken en die faktor 5 mag nie die minimum breeksterkte van die materiaal oorskry nie. Hulle moet so ontwerp wees dat die deurbuiging beperk is tot hoogstens 0.0022 maal die spanwydte onder hierdie ladinge. In die geval van skepe wat hoogstens 100 meter (328 voet) lank is, geld die bepalings van paragraaf (5) van hierdie regulasie.

Pontonluike

(7) Waar pontonluike wat in plaas van verplaasbare skilde en luike gebruik word, van sagtestaal gemaak is, moet die sterkte bereken word met die veronderstelde ladinge in paragraaf (4) van hierdie regulasie vermeld, en die produk van die maksimum spanning aldus bereken en die faktor 5 mag nie die minimum breeksterkte van die materiaal oorskry nie. Hulle moet so ontwerp wees dat die deurbuiging beperk word tot hoogstens 0.0022 maal die spanwydte. Plate van sagtestaal gebruik vir die bokant van luike mag nie minder dik wees nie as een persent van die spasiëring van versteywingstyle of 6 millimeters (0.24 duim) indien laasgenoemde waarde groter is. In die geval van skepe wat hoogstens 100 meter (328 voet) lank is, geld die bepaling van paragraaf (5) van hierdie regulasie.

(8) Die sterkte en styfheid van luike wat van ander as sagtestaal gemaak is, moet gelyk wees aan dié van sagtestaal tot tevredeheid van die Administrasie.

Stroppe of skoene vir skilde

(9) Stroppe of skoene vir verplaasbare skilde moet stewig gemaak wees en moet middels vorm vir die doeltreffende aanbring en vasmaak van die skilde. Waar 'n rolende soort skild gebruik word, moet die rangskikking so wees dat verseker word dat die skilde behoorlik op hul plek bly wanneer die luikopening gesluit word.

Klampe

(10) Klampe moet gestel word om by die tapsheid van die kegge te pas. Hulle moet minstens 65 millimeter ($2\frac{1}{2}$ duim) breed wees en op afstande van hoogstens 600 millimeter ($23\frac{1}{2}$ duim) van hart tot hart aangebring word; die klampe aan elke kant of ent mag nie meer as 150 millimeters (6 duim) van die luikopeninghoeke af wees nie.

Skalmplatte en kegge

(11) Skalmplatte en kegge moet doeltreffend en in goeie toestand wees. Keggioet van harde hout of 'n gelykwaardige materiaal gemaak wees. Hul tapsheid moet hoogstens 1 op 6 wees, en hulle moet minstens 13 millimeter ($\frac{1}{2}$ duim) dik wees by die punt.

Teerseile

(12) Ten minste twee lae teerseil in goeie toestand moet verskaf word vir elke luikopening in posisie 1 of 2. Hulle moet waterdig en goed sterk wees. Hulle moet van materiaal gemaak wees van minstens 'n goedgekeurde standaardgewig en -kwaliteit.

(328 feet) in length. The corresponding loads on hatchways in position 2 may be reduced to 0.75 metric tons per square metre (154 pounds per square foot) and 1.30 metric tons per square metre (266 pounds per square foot) respectively. In all cases values at intermediate lengths shall be obtained by interpolation.

Portable beams

(6) Where portable beams for supporting hatchway covers are made of mild steel the strength shall be calculated with assumed loads not less than 1.75 metric tons per square metre (358 pounds per square foot) on hatchways in position 1 and not less than 1.30 metric tons per square metre (266 pounds per square foot) on hatchways in position 2 and the product of the maximum stress thus calculated and the factor 5 shall not exceed the minimum ultimate strength of the material. They shall be so designed as to limit the deflection to not more than 0.0022 times the span under these loads. For ships of not more than 100 metres (328 feet) in length the requirements of paragraph (5) of this Regulation shall be applicable.

Pontoon Covers

(7) Where pontoon covers used in place of portable beams and covers are made of mild steel the strength shall be calculated with the assumed loads given in paragraph (4) of this Regulation, and the product of the maximum stress thus calculated and the factor 5 shall not exceed the minimum ultimate strength of the material. They shall be so designed as to limit the deflection to not more than 0.0022 times the span. Mild steel plating forming the tops of covers shall be not less in thickness than one per cent of the spacing of stiffeners or 6 millimetres (0.24 inches) if that be greater. For ships of not more than 100 metres (328 feet) in length the requirements of paragraph (5) of this Regulation are applicable.

(8) The strength and stiffness of covers made of materials other than mild steel shall be equivalent to those of mild steel to the satisfaction of the Administration.

Carriers or Sockets

(9) Carriers or sockets for portable beams shall be of substantial construction, and shall provide means for the efficient fitting and securing of the beams. Where rolling types of beams are used, the arrangements shall ensure that the beams remain properly in position when the hatchway is closed.

Cleats

(10) Cleats shall be set to fit the taper of the wedges. They shall be at least 65 millimetres ($2\frac{1}{2}$ inches) wide and spaced not more than 600 millimetres ($23\frac{1}{2}$ inches) centre to centre; the cleats along each side or end shall be not more than 150 millimetres (6 inches) from the hatch corners.

Battens and Wedges

(11) Battens and wedges shall be efficient and in good condition. Wedges shall be of tough wood or other equivalent material. They shall have a taper of not more than 1 in 6 and shall be not less than 13 millimetres ($\frac{1}{2}$ inch) thick at the toes.

Tarpaulins

(12) At least two layers of tarpaulin in good condition shall be provided for each hatchway in position 1 or 2. The tarpaulins shall be waterproof and of ample strength. They shall be of a material of at least an approved standard weight and quality.

Bevestiging van luike

(13) Vir alle luikopenings in posisie 1 of 2 moet staalstawe of dergelike middels voorsien word om elke luikdeel nadat die teerseile vasgekeg is, doeltreffend en selfstandig te bevestig. Luike wat langer as 1.5 meter (4.9 voet) is moet met minstens twee sulke bevestigingsmiddels vasgemaak word.

REGULASIE 16

Luikopenings gesluit met weerbestande luike van staal of 'n gelykwaardige materiaal en bevestig met pakstukke en klampinrigtings

Luikhoofde

(1) In posisies 1 en 2 moet die hoogte bo die dek van luikhoofde met weerbestande luike van staal of 'n gelykwaardige materiaal en bevestig met pakstukke en klampinrigtings wees soos in regulasie 15 (1) gespesifiseer. Die hoogte van hierdie luikhoofde mag verminder word, of hulle kan heeltemal weggelaat word, op voorwaarde dat die Administrasie oortuig is dat die veiligheid van die skip by enige seegesteldheid nie daardeur in gevaar gestel word nie. Wanneer luikhoofde voorsien word, moet hul stewig gemaak wees.

Weerbestande luike

(2) Wanneer weerbestande luike van sagtestaal gemaak is, moet die sterkte bereken word met veronderstelde ladinge van minstens 1.75 metrieke ton per vierkante meter (358 pond per vierkante voet) op luikopenings in posisie 1, en minstens 1.30 metrieke ton per vierkante meter (226 pond per vierkante voet) op luikopenings in posisie 2, en die produk van die maksimum spanning aldus bereken en die faktor 4.25 mag nie die minimum breeksterkte van die materiaal oorskry nie. Hulle moet so ontwerp wees dat die deurbuiging beperk word tot hoogstens 0.0028 maal die spanwydte onder hierdie lading. Plate van sagte staal wat die bokant van luike vorm, moet nie minder dik wees nie as een persent van die afstand tussen die verstywingstyle of 6 millimeter (0.24 duim), as laasgenoemde waarde groter is. Die bepalinge van Regulasie 15 (5) geld vir skepe wat nie langer as 100 meter (328 voet) is nie.

(3) Die sterkte en styfheid van luike van ander as sagte staal gemaak moet gelyk wees aan dié van sagte staal tot tevredenheid van die Administrasie.

Middels om weerbestandheid te verseker

(4) Die middels om weerbestandheid te verseker en te handhaaf moet tot tevredenheid van die Administrasie wees. Die maatreëls moet verseker dat die bestandheid by enige seegesteldheid gehandhaaf bly, en met hierdie doel voor oë moet bestandheidstoets 'n vereiste by die eerste ondersoek wees, en kan ook by periodieke ondersoeke en jaarlikse inspeksies of met korter tussenpose verlang word.

REGULASIE 17

Openings bo die Masjienruim

(1) Openings bo die masjienruim in posisie 1 of 2 moet rondom behoorlik versterk en op doeltreffende wyse deur staalomkastings van voldoende sterkte omsluit wees, en wanneer die omkastings nie deur ander konstruksies beskerm is nie, moet hul sterkte besondere aandag geniet. Toegangsopenings moet van deure voorsien wees wat aan die bepalinge van Regulasie 12 (1) voldoen, en waarvan die drempels minstens 600 millimeter (23½ duim) bo die dek is indien in posisie 1, en minstens 380 millimeter (15 duim) bo die dek indien in posisie 2. Ander openings in sulke omkastings moet van dergelike luike voorsien wees wat permanent in hul regte posisie bevestig is.

Security of hatchway covers

(13) For all hatchways in position 1 or 2 steel bars or other equivalent means shall be provided in order efficiently and independently to secure each section of hatchway covers after the tarpaulins are battened down. Hatchway covers of more than 1.5 metres (4.9 feet) in length shall be secured by at least two such securing appliances.

REGULATION 16

Hatchways closed by Weathertight Covers of Steel or Other Equivalent Material fitted with Gaskets and Clamping Devices

Hatchway Coamings

(1) At positions 1 and 2 the height above the deck of hatchway coamings fitted with weathertight hatch covers of steel or other equivalent material fitted with gaskets and clamping devices shall be as specified in Regulation 15 (1). The height of these coamings may be reduced, or the coamings omitted entirely, on condition that the Administration is satisfied that the safety of the ship is not thereby impaired in any sea conditions. Where coamings are provided they shall be of substantial construction.

Weathertight Covers

(2) Where weathertight covers are of mild steel the strength shall be calculated with assumed loads not less than 1.75 metric tons per square metre (358 pounds per square foot) on hatchways in position 1, and not less than 1.30 metric tons per square metre (266 pounds per square foot) on hatchways in position 2, and the product of the maximum stress thus calculated and the factor of 4.25 shall not exceed the minimum ultimate strength of the material. They shall be so designed as to limit the deflection to not more than 0.0028 times the span under these loads. Mild steel plating forming the tops of covers shall be not less in thickness than one per cent of the spacing of stiffeners or 6 millimetres (0.24 inches) if that be greater. The provisions of Regulation 15 (5) are applicable for ships of not more than 100 metres (328 feet) in length.

(3) The strength and stiffness of covers made of materials other than mild steel shall be equivalent to those of mild steel to the satisfaction of the Administration.

Means for Securing Weathertightness

(4) The means for securing and maintaining weathertightness shall be to the satisfaction of the Administration. The arrangements shall ensure that the tightness can be maintained in any sea conditions, and for this purpose tests for tightness shall be required at the initial survey, and may be required at periodical surveys and at annual inspections or at more frequent intervals.

REGULATION 17

Machinery Space Openings

(1) Machinery space openings in position 1 or 2 shall be properly framed and efficiently enclosed by steel casings of ample strength, and where the casings are not protected by other structures their strength shall be specially considered. Access openings in such casings shall be fitted with doors complying with the requirements of Regulation 12 (1), the sills of which shall be at least 600 millimetres (23½ inches) above the deck if in position 1, and at least 380 millimetres (15 inches) above the deck if in position 2. Other openings in such casings shall be fitted with equivalent covers, permanently attached in their proper positions.

(2) Die omranding van enige lugrooster van die stookruim, skoorsteen of masjienruimlugkoker in 'n blootgestelde posisie op die vryboord- of boboudek moet 'n redelike en praktiese afstand bo die dek uitsteek. Stookruim-lugroosteropenings moet voorsien wees van sterk luike van staal of 'n gelykwaardige materiaal, wat permanent in hul regte posisie geheg is en weerbestand bevestig kan word.

REGULASIE 18

Diverse openings in die vryboord- en die boboudek

(1) Magnate en gladde koolstortgatrande in posisie 1 of 2 of in 'n ander bobou as 'n ingeslote bobou moet met 'n stewige luik gesluit word wat waterdig gemaak kan word. Tensy met moere op kort afstande bevestig, moet die luike permanent vasgemaak wees.

(2) Ander openings in 'n vryboorddek as 'n luikopening, 'n masjienruimopening, 'n mangat en 'n gladde koolstortgat moet deur 'n ingeslote bobou beskerm word, of deur 'n dekhuis of 'n kap van dieselfde sterkte en weerbestandheid. Enige sodanige opening op die vryboorddek wat toegang verleen tot 'n ruim onder die vryboorddek of 'n ruim binne 'n ingeslote bobou moet deur 'n doeltreffende dekhuis of kap beskerm wees. Deuropenings in sulke dekhuisse of kappe moet van deure voorsien wees wat aan die vereistes van Regulasie 12 (1) voldoen.

(3) In posisie 1 moet die drempels van deuropenings in kappe minstens 600 millimeter ($23\frac{1}{2}$ duim) bo die dek uitsteek en in posisie 2 minstens 380 millimeter (15 duim).

REGULASIE 19

Lugkokers

(1) Lugkokers in posisie 1 of 2 na ruimtes onder 'n vryboorddek of die dek van 'n ingeslote bobou moet omrandings van staal of ander gelykwaardige materiaal hê, wat stewig gemaak en doeltreffend aan die dek bevestig is. Waar die omranding van 'n lugkoker hoër as 900 millimeter ($35\frac{1}{2}$ duim) is, moet dit spesiaal gestut word.

(2) Lugkokers wat dwarsdeur 'n ander bobou as 'n ingeslote bobou heen gaan, moet van stewige omrandings van staal of 'n gelykwaardige materiaal op die vryboorddek voorsien wees.

(3) Lugkokers in posisie 1 met omrandings wat meer as 4.5 meter (14.8 voet) bo die dek uitsteek, en in posisie 2 met omrandings wat meer as 2.3 meter (7.5 voet) bo die dek uitsteek, behoef nie van sluitinrigtings voorsien te wees nie tensy die Administrasie dit uitdruklik vereis.

(4) Behalwe soos in paragraaf (3) van hierdie regulasie bepaal, moet lugkokeropenings van doeltreffende weerbestande sluitings voorsien wees. In die geval van skepe wat nie langer as 100 meter (328 voet) is nie, moet sulke sluitings permanent bevestig wees; in skepe waar dit nie die geval is nie, moet hulle gerieflik naby die lugkokers wat daarmee gesluit moet word, gebêre word. Lugkokers in posisie 1 moet omrandings hê wat minstens 900 millimeter ($35\frac{1}{2}$ duim) bo die dek uitsteek; in posisie 2 moet die omrandings minstens 760 millimeter (30 duim) bo die dek uitsteek.

(5) In blootgestelde posisies kan hoër omrandings vereis word tot tevredenheid van die Administrasie.

REGULASIE 20

Lugpype

Wanneer lugpype wat na ballas- en ander tenks lei bo die vryboord- of boboudek uitsteek, moet die blootgestelde dele van die pype van voldoende sterkte wees; die hoogte

(2) Coamings of any fiddley, funnel or machinery space ventilator in an exposed position on the freeboard or superstructure deck shall be as high above the deck as is reasonable and practicable. Fiddley openings shall be fitted with strong covers of steel or other equivalent material permanently attached in their proper positions and capable of being secured weathertight.

REGULATION 18

Miscellaneous Openings in Freeboard and Superstructure Decks

(1) Manholes and flush scuttles in position 1 or 2 or within superstructures other than enclosed superstructures shall be closed by substantial covers capable of being made watertight. Unless secured by closely spaced bolts, the covers shall be permanently attached.

(2) Openings in freeboard decks other than hatchways, machinery space openings, manholes and flush scuttles shall be protected by an enclosed superstructure, or by a deckhouse or companion way of equivalent strength and weathertightness. Any such opening in an exposed superstructure deck or in the top of a deckhouse on the freeboard deck which gives access to a space below the freeboard deck or a space within an enclosed superstructure shall be protected by an efficient deckhouse or companion way. Doorways in such deckhouses or companion ways shall be fitted with doors complying with the requirements of Regulation 12 (1).

(3) In position 1 the height above the deck of sills to the doorways in companion ways shall be at least 600 millimetres ($23\frac{1}{2}$ inches). In position 2 it shall be at least 380 millimetres (15 inches).

REGULATION 19

Ventilators

(1) Ventilators in position 1 or 2 to spaces below freeboard decks or decks of enclosed superstructures shall have coamings of steel or other equivalent material, substantially constructed and efficiently connected to the deck. Where the coaming of any ventilator exceeds 900 millimetres ($35\frac{1}{2}$ inches) in height it shall be specially supported.

(2) Ventilators passing through superstructures other than enclosed superstructures shall have substantially constructed coamings of steel or other equivalent material at the freeboard deck.

(3) Ventilators in position 1 the coamings of which extend to more than 4.5 metres (14.8 feet) above the deck, and in position 2 the coamings of which extend to more than 2.3 metres (7.5 feet) above the deck, need not be fitted with closing arrangements unless specifically required by the Administration.

(4) Except as provided in paragraph (3) of this Regulation, ventilator openings shall be provided with efficient weathertight closing appliances. In ships of not more than 100 metres (328 feet) in length the closing appliances shall be permanently attached; where not so provided in other ships, they shall be conveniently stowed near the ventilators to which they are to be fitted. Ventilators in position 1 shall have coamings of a height of at least 900 millimetres ($35\frac{1}{2}$ inches) above the deck; in position 2 the coamings shall be of a height at least 760 millimetres (30 inches) above the deck.

(5) In exposed positions, the height of coamings may be required to be increased to the satisfaction of the Administration.

REGULATION 20

Air Pipes

Where air pipes to ballast and other tanks extend above the freeboard or superstructure decks, the exposed parts of the pipes shall be of substantial construction; the

van die dek tot die punt waaronder water moontlik kan binnekom, moet minstens 760 millimeter (30 duim) in die geval van die vryboorddek en 450 millimeter ($17\frac{1}{2}$ duim) in die geval van die boboudek wees. Ingeval hierdie hoogtes miskien hinderlik by die werk op die skip is, mag 'n kleiner hoogte goedgekeur word, mits die Administrasie oortuig is dat die insluitmaatreëls en ander omstandighede 'n kleiner hoogte regverdig. Bevredigende permanent bevestigde middels moet voorsien word vir die sluiting van lugpypopenings.

REGULASIE 21

Laaioporte en ander derglike Openings

(1) Laaioporte en ander derglike openings in die sykanke van 'n skip onder die vryboorddek, moet van deure voorsien wees wat so ontwerp is dat waterdigtheid en strukturele volkomeheid eweredig met die omringende huidbepaling verseker is. Die aantal van sulke openings moet die minimum wees wat verenigbaar is met die ontwerp en behoorlike funksionering van die skip.

(2) Tensy deur die Administrasie toegelaat, mag die onderste rand van sulke openings nie onder 'n lyn wees wat ewewydig met die vryboorddek aan die sykant getrek is nie, wat as laagste punt die borand van die boonste laslyn het.

REGULASIE 22

Spuiptype, Inlaatopenings en Afvoerpype

(1) Afvoerpype wat deur die huid loop, hetsy vanaf ruimtes onder die vryboorddek of van binne 'n bobou en dekhuis op die vryboorddek met deure wat aan die vereistes van Regulasie 12 voldoen, moet van doeltreffende en toeganklike middels voorsien wees om te verhoed dat water die skip binnedring. Normaalweg moet elke afsonderlike afvoerpyp een outomatiese terugslagklep hê wat met 'n regstreekse inrigting verbind is om dit vanaf 'n posisie bo die vryboorddek te kan sluit. Wanneer egter die vertikale afstand van die somerlaslyn tot die binneboord-ent van die afvoerpyp meer is as 0.01 L, dan mag die afvoerpyp twee outomatiese terugslagkleppe hê sonder 'n regstreekse sluitinrigting, met dien verstande dat die binneboordse klep altyd bereikbaar moet wees om gedurende normale diens nagesien te word; wanneer daardie vertikale afstand 0.02 L te bowe gaan, mag 'n enkele outomatiese terugslagklep sonder regstreekse sluitinrigting aanvaar word onderworpe aan goedkeuring deur die Administrasie. Die inrigting vir die inwerkingstelling van die regstreekse werkende klep moet maklik bereikbaar en voorsien wees van 'n wyser wat aantoon of die klep oop of toe is.

(2) In bemande masjienruime mag hoof- en hulpinrigtings om seewater in en uit te laat in verband met die werking van masjinerie plaaslik beheer word. Die beheer-toestelle moet maklik bereikbaar en van wysers voorsien wees wat aantoon of die kleppe oop of toe is.

(3) Spui- en afvoerpype wat op enige hoogte begin en hetsy meer as 450 millimeter ($17\frac{1}{2}$ duim) onder die vryboorddek of minder as 600 millimeter ($23\frac{1}{2}$ duim) bo die somerlaslyn deur die huid loop, moet by die huid van 'n terugslagklep voorsien wees. Behalwe wanneer hierdie klep vereis word ingevolge paragraaf (1), mag hy wegge laat word as die pyp van aansienlike dikte is.

(4) Spuiptype wat afgelei word van 'n bobou of dekhuis wat nie van deure ingevolge die vereistes van Regulasie 12 voorsien is nie, moet oorboord uitloop.

(5) Alle kleppe en huidbeslag deur hierdie Regulasie vereis, moet van staal, brons of ander goedgekeurde rek-bare materiaal gemaak wees. Alle pype waarna hierdie Regulasie verwys, moet van staal of 'n ekwivalente materiaal gemaak wees tot tevredenheid van die Administrasie.

height from the deck to the point where water may have access below shall be at least 760 millimetres (30 inches) on the freeboard deck and 450 millimetres ($17\frac{1}{2}$ inches) on the superstructure deck. Where these heights may interfere with the working of the ship, a lower height may be approved, provided the Administration is satisfied that the closing arrangements and other circumstances justify a lower height. Satisfactory means permanently attached, shall be provided for closing the openings of the air pipes.

REGULATION 21

Cargo Ports and other similar Openings

(1) Cargo ports and other similar openings in the sides of ships below the freeboard deck shall be fitted with doors so designed as to ensure watertightness and structural integrity commensurate with the surrounding shell plating. The number of such openings shall be the minimum compatible with the design and proper working of the ship.

(2) Unless permitted by the Administration, the lower edge of such openings shall not be below a line drawn parallel to the freeboard deck at side, which has at its lowest point the upper edge of the uppermost load line.

REGULATION 22

Scuppers, Inlets and Discharges

(1) Discharges led through the shell either from spaces below the freeboard deck or from within superstructures and deckhouses on the freeboard deck fitted with doors complying with the requirements of Regulation 12 shall be fitted with efficient and accessible means for preventing water from passing inboard. Normally each separate discharge shall have one automatic non-return valve with a positive means of closing it from a position above the freeboard deck. Where, however, the vertical distance from the summer load water line to the inboard end of the discharge pipe exceeds 0.01 L, the discharge may have two automatic non-return valves without positive means of closing, provided that the inboard valve is always accessible for examination under service conditions; where that vertical distance exceeds 0.02 L a single automatic non-return valve without positive means of closing may be accepted subject to the approval of the Administration. The means for operating the positive action valve shall be readily accessible and provided with an indicator showing whether the valve is open or closed.

(2) In manned machinery spaces main and auxiliary sea inlets and discharges in connexion with the operation of machinery may be controlled locally. The controls shall be readily accessible and shall be provided with indicators showing whether the valves are open or closed.

(3) Scuppers and discharge pipes originating at any level and penetrating the shell either more than 450 millimetres ($17\frac{1}{2}$ inches) below the freeboard deck or less than 600 millimetres ($23\frac{1}{2}$ inches) above the summer load waterline shall be provided with a non-return valve at the shell. This valve, unless required by paragraph (1), may be omitted if the piping is of substantial thickness.

(4) Scuppers leading from superstructures or deckhouses not fitted with doors complying with the requirements of Regulation 12 shall be led overboard.

(5) All valves and shell fittings required by this Regulation shall be of steel, bronze or other approved ductile material. Valves of ordinary cast iron or similar material are not acceptable. All pipes to which this Regulation refers shall be of steel or other equivalent material to the satisfaction of the Administration.

REGULASIE 23

Patryspoorte

(1) Patryspoorte in ruimtes onder die vryboorddek of in ruimtes binne 'n ingeslote bobou moet voorsien wees van doeltreffende geskarnierde blinde ligte wat so aangebring is dat hulle behoorlik toegemaak en waterdig afgesluit kan word.

(2) Geen patryspoort mag so aangebring wees nie dat sy drempel onder 'n lyn lê wat ewewydig aan die vryboorddek op die sykant getrek is en waarvan die laagste punt 2.5 persent van die breedte (B) bo die laslyn, of 500 millimeter (19½ duim) is, watter van die twee ook al die grootste afstand is.

(3) Patryspoorte, saam met hul vensters, indien daarin aangebring, of blinde ligte, moet van stewige goedgekeurde konstruksie wees.

REGULASIE 24

Waterafvoerpoorte

(1) Wanneer 'n verskansing op aan wind en weer blootgestelde gedeeltes van 'n vryboord- of boboudek 'n kuil vorm, moet genoegsame voorsiening gemaak word om die dek vinnig van water te bevry deur die water af te voer. Behalwe soos in paragrawe (2) en (3) van hierdie Regulasie bepaal, moet die minimum oppervlakte vir die waterafvoerpoorte (A) aan weerskante van die skip vir elke kuil op die vryboorddek dié wees wat deur middel van onderstaande formules gegee word in gevalle waar die seeg in die pad van die kuil standaard of groter as standaard is. Die minimum oppervlakte van elke kuil op 'n boboudek moet die helfte wees van die oppervlakte deur die formules gegee.

Waar die lengte van 'n verskansing (e) in die kuil 20 meter of minder is, dan is

$A = 0.7 + 0.035e$ vierkante meter, wanneer e meer as 20 meter is, dan is

$A = 0.07e$ vierkante meter

e behoeft nooit as groter dan $0.7L$ aangeneem te word nie.

Indien die gemiddelde hoogte van die verskansing meer as 1.2 meter is, moet die vereiste oppervlakte met 0.004 vierkante meter per meter kuillengte vir elke 0.1 meter verskil in hoogte vermeerder word. Indien die verskansing 'n gemiddelde hoogte van minder as 0.9 meter het, mag die vereiste oppervlakte met 0.004 vierkante meter per meter kuillengte vir elke 0.1 meter verskil in hoogte verminder word.

Of

wanneer die verskansingslengte (e) in die kuil 66 voet of minder is, dan is

$A = 7.6 + 0.115e$ vierkante voet,

wanneer e meer as 66 voet is, dan is

$A = 0.23e$ vierkante voet.

e behoeft nooit as groter dan $0.7L$ aangeneem te word nie.

Indien die verskansing se gemiddelde hoogte meer as 3.9 voet is, moet die vereiste oppervlakte met 0.04 vierkante voet per voet kuillengte vir elke voet verskil in hoogte vermeerder word. Indien die verskansing se gemiddelde hoogte minder as 3 voet is, mag die vereiste oppervlakte met 0.04 vierkante voet per voet kuillengte vir elke voet verskil in hoogte verminder word.

(2) In skepe sonder seeg moet die berekende oppervlakte met 50 persent vermeerder word. Wanneer die seeg minder as standaard is, moet die persentasie deur interpolasie verkry word.

(3) Wanneer 'n skip toegerus is met 'n skag wat nie aan die vereistes van regulasie 36 (1) (e) voldoen nie of waar deurlopende of so goed as deurlopende sydelingse luikhoofde aangebring is tussen losstaande boboue, moet die minimum oppervlakte van die openings van waterafvoerpoorte met behulp van onderstaande Tabel bereken word:

REGULATION 23

Side Scuttles

(1) Side scuttles to spaces below the freeboard deck or to spaces within enclosed superstructures shall be fitted with efficient hinged inside deadlights arranged so that they can be effectively closed and secured watertight.

(2) No side scuttle shall be fitted in a position so that its sill is below a line drawn parallel to the freeboard deck at side and having its lowest point 2.5 per cent of the breadth (B) above the load waterline, or 500 millimetres (19½ inches), whichever is the greater distance.

(3) The side scuttles, together with their glasses, if fitted, and deadlights, shall be of substantial and approved construction.

REGULATION 24

Freeing Ports

(1) Where bulwarks on the weather portions of freeboard or superstructure decks form wells, ample provision shall be made for rapidly freeing the decks of water and for draining them. Except as provided in paragraphs (2) and (3) of this Regulation, the minimum freeing port area (A) on each side of the ship for each well on the freeboard deck shall be that given by the following formulae in cases where the sheer in way of the well is standard or greater than standard. The minimum area for each well on superstructure decks shall be one-half of the area given by the formulae.

Where the length of bulwark (e) in the well is 20 metres or less

$A = 0.7 + 0.035e$ square metres,

where e exceeds 20 metres

$A = 0.07e$ square metres.

e need in no case be taken as greater than $0.7L$.

If the bulwark is more than 1.2 metres in average height the required area shall be increased by 0.004 square metre per metre of length of well for each 0.1 metre difference in height. If the bulwark is less than 0.9 metre in average height, the required area may be decreased by 0.004 square metre per metre of length of well for each 0.1 metre difference in height.

Or

where the length of bulwark (e) in the well is 66 feet or less

$A = 7.6 + 0.115e$ square feet,

where e exceeds 66 feet

$A = 0.23e$ square feet.

e need in no case be taken as greater than $0.7L$.

If the bulwark is more than 3.9 feet in average height the required area shall be increased by 0.04 square feet per foot of length of well for each foot difference in height. If the bulwark is less than 3 feet in average height, the required area may be decreased by 0.04 square feet per foot of length for each foot difference in height.

(2) In ships with no sheer the calculated area shall be increased by 50 per cent. Where the sheer is less than the standard the percentage shall be obtained by interpolation.

(3) Where a ship is fitted with a trunk which does not comply with the requirements of Regulation 36 (1) (e) or where continuous or substantially continuous hatchway side coamings are fitted between detached superstructures the minimum area of the freeing port openings shall be calculated from the following Table:

Breedte van luikopening of skag in verhouding tot die breedte van die skip	Oppervlakte van waterafvoerpoorte in verhouding tot die totale oppervlakte van verskansings
40% of minder 75% of meer	20% 10%

Die oppervlakte van waterafvoerpoorte op tussenliggende breedtes moet deur lineêre interpolasie verkry word.

(4) In die geval van skepe met boboue wat aan een of albei kante oop is, moet afdoende voorsiening gemaak word vir afvoer van water uit die ruimte binne die boboue tot tevredenheid van die Administrasie.

(5) Die onderste rande van waterafvoerpoorte moet so na as moontlik by die dek wees. Twee derdes van die vereiste poortoppervlakte moet binne die helfte van die kuil wat die naaste by die onderste punt van die seegkromming is, lê.

(6) Al sulke openings in die verskansings moet deur traliwerk of stawe omtrent 230 millimeter (9 duim) van mekaar af, beskerm word. Indien luike aan waterafvoerpoorte aangebring is, moet vir ruim speling gesorg word om klemming te voorkom. Skarniere moet van penne of laers van nie-korroderende materiaal voorsien word. Indien luike van bevestigingsmiddels voorsien is, moet hierdie middels van goedgekeurde konstruksie wees.

REGULASIE 25

Beskerming van die bemanning

(1) Die sterkte van dekhuse vir die verblyf van die bemanning moet tot die Administrasie se tevredenheid wees.

(2) Doeltreffende relingwerk of verskansings moet op alle blootgestelde gedeeltes van vryboord- en bobouedekke aangebring word. Die hoogte van die verskansings of relingwerk bo die dek moet minstens een meter (39½ duim) wees, met dien verstande dat waar hierdie hoogte 'n hindernis vir die normale werking van die skip sou vorm, 'n kleiner hoogte goedgekeur kan word mits die Administrasie oortuig is dat voldoende beskerming verleen word.

(3) Die opening onder die laagste dwarstralie van die traliwerk mag nie meer as 230 millimeter (9 duim) wees nie. Die ander tralies moet hoogstens 380 millimeter (15 duim) van mekaar wees. In die geval van skepe met ronde boordwande moet die traliwerkstutte op die plat gedeelte van die dek geplaas word.

(4) Behoorlike voorsiening (in die vorm van traliwerk, reddingslyne, loopbrûe of onderdekse gange ens.) moet vir die beskerming van die bemanning gemaak word sodat hulle veilig na hul kwartiere, die masjienruim en alle ander dele vir die werk op die skip vereis kan gaan of daarvandaan kan kom.

(5) Dekladings deur 'n skip vervoer moet so gepak word dat enige opening wat in die pad van die lading is en toegang verleen tot en van die bemanning se kwartiere die masjienruim en alle ander dele vir die werk op die skip vereis, behoorlik gesluit en teen die binnedringing van water beskerm kan word. Doeltreffende beskerming vir die bemanning in die vorm van relingwerk of reddingslyne moet bo die deklading voorsien word as daar geen geskikte gang op of onder die dek van die skip bestaan nie.

REGULASIE 26

Spesiale toewysingsvoorwaardes vir skepe van tipe „A”

Skagte bo die masjienruim

(1) Skagte bo die masjienruim op skepe van tipe „A” soos in regulasie 27 omskryf, moet deur 'n ingeslote kampanje of brughuis van minstens standaardhoogte beskerm

Breadth of hatchway or trunk in relation to the breadth of ship	Area of freeing ports in relation to the total area of the bulwarks
40% or less 75% or more	20% 10%

The area of freeing ports at intermediate breadths shall be obtained by linear interpolation.

(4) In ships having superstructures which are open at either or both ends, adequate provision for freeing the space within such superstructures shall be provided to the satisfaction of the Administration.

(5) The lower edges of the freeing ports shall be as near the deck as practicable. Two-thirds of the freeing port area required shall be provided in the half of the well nearest the lowest point of the sheer curve.

(6) All such openings in the bulwarks shall be protected by rails or bars spaced approximately 230 millimetres (9 inches) apart. If shutters are fitted to freeing ports, ample clearance shall be provided to prevent jamming. Hinges shall have pins or bearings of non-corrodible material. If shutters are fitted with securing appliances, these appliances shall be of approved construction.

REGULATION 25

Protection of the Crew

(1) The strength of the deckhouses used for the accommodation of the crew shall be to the satisfaction of the Administration.

(2) Efficient guard rails or bulwarks shall be fitted on all exposed parts of the freeboard and superstructure decks. The height of the bulwarks or guard rails shall be at least 1 metre (39½ inches) from the deck, provided that where this height would interfere with the normal operation of the ship, a lesser height may be approved if the Administration is satisfied that adequate protection is provided.

(3) The opening below the lowest course of the guard rails shall not exceed 230 millimetres (9 inches). The other courses shall be not more than 380 millimetres (15 inches) apart. In the case of ships with rounded gunwales the guard rail supports shall be placed on the flat of the deck.

(4) Satisfactory means (in the form of guard rails, life lines, gangways or underdeck passages, etc.) shall be provided for the protection of the crew in getting to and from their quarters, the machinery space and all other parts used in the necessary work of the ship.

(5) Deck cargo carried on any ship shall be so stowed that any opening which is in way of the cargo and which gives access to and from the crew's quarters, the machinery space and all other parts used in the necessary work of the ship, can be properly closed and secured against the admission of water. Effective protection for the crew in the form of guard rails or life lines shall be provided above the deck cargo if there is no convenient passage on or below the deck of the ship.

REGULATION 26

Special Conditions of Assignment for Type „A” Ships

Machinery Casings

(1) Machinery casings on Type „A” ships as defined in Regulation 27 shall be protected by an enclosed poop or bridge of at least standard height, or by a deckhouse of

word, of deur 'n dekhuis van gelyke hoogte en ooreenkomstige sterkte, met dien verstande dat skagte bo die masjienruim blootgestel mag wees indien daar geen openings is wat regstreeks toegang van die vryboorddek na die masjienruim verleen nie. 'n Deur wat aan die vereistes van regulasie 12 voldoen mag egter in die skag bo die masjienruim toegelaat word, mits dit na 'n ruimte of gang lei wat net so sterk gebou is as die skag en van die trap na die masjienruim geskei is deur 'n tweede waterdigte deur van staal of gelykwaardige materiaal.

Loopbrug en toegang

(2) 'n Deugdelik geboude permanente voor- en agterloopbrug van voldoende sterkte moet aan skepe van tipe „A” aangebring word op die hoogte van die boboudek tussen die kampanje en die midskeepse brughuis of dekhuis as daar is, of 'n gelykwaardige toegangsmiddel moet voorsien word om dieselfde doel te dien as die loopbrug, soos bv. gange onder die dek. Elders, en op skepe van tipe „A” sonder 'n midskeepse brughuis, moet maatreëls tot tevreidenheid van die Administrasie getref word om die bemanning te beveilig as hulle na dele van die skip gaan wat gebruik word in verband met die normale skeepswerk.

(3) Veilige en bevredigende toegang van die loopbrughoogte moet beskikbaar wees tussen afsonderlike bemanningsverblywe en ook tussen bemanningsverblywe en die masjienruim.

Luikopenings

(4) Blootgestelde luikopenings op die vryboord- en bakdek of bo in ekspansiekokers op skepe van tipe „A” moet van doeltreffende waterdigte luike van staal of 'n gelykwaardige materiaal voorsien wees.

Waterafvoerreëlins

(5) Skepe van tipe „A” met verskansings moet oor minstens die halwe lengte van die blootgestelde dele van die bodek van oop relings van ander effektiewe waterafvoerreëlins voorsien wees. Die boonste rand van die berghoutgang moet so laag moontlik gehou word.

(6) Waar boboue deur skagte verbind is, moet oop relings aangebring word oor die hele lengte van die blootgestelde dele van die vryboorddek.

HOOFSTUK III—VRYBOORDE

REGULASIE 27

Tipes skepe

(1) Vir die doeleindes van vryboordberekening word skepe verdeel in tipe „A” en tipe „B”.

Skepe van tipe „A”

(2) 'n Skip van tipe „A” is 'n skip wat ontwerp is om slegs onverpakte vloestofladings te vervoer en waarin die ladingstenks slegs klein toegangsopenings het wat deur middel van waterdigte deksels van staal of gelykwaardige materiaal met pakkings afgesluit is. So 'n skip het noodsaaklikwys die volgende inherente kenmerke—

- (a) hoë betroubaarheid van die blootgestelde dek; en
- (b) 'n hoë graad van veiligheid teen volloop met water as gevolg van lae vulbaarheid van gelaaide laai-ruimtes en die mate van onderverdeling wat gewoonlik voorsien word.

(3) 'n Skip van tipe „A” met 'n lengte van meer as 150 meter (492 voet) en so ontwerp dat dit leë afdelings het wanneer tot die somerlaslyn gelaai, moet in staat wees om wanneer enigeen van hierdie leë afdelings by 'n veronderstelde vulbaarheid van 0.95 vol water loop,

equal height and equivalent strength, provided that machinery casings may be exposed if there are no openings giving direct access from the freeboard deck to the machinery space. A door complying with the requirements of Regulation 12 may, however, be permitted in the machinery casing, provided that it leads to a space or passageway which is as strongly constructed as the casing and is separated from the stairway to the engine room by a second weathertight door of steel or other equivalent material.

Gangway and Access

(2) An efficiently constructed fore and aft permanent gangway of sufficient strength shall be fitted on Type „A” ships at the level of the superstructure deck between the poop and the midship bridge or deckhouse where fitted, or equivalent means of access shall be provided to carry out the purpose of the gangway, such as passages below deck. Elsewhere, and on Type „A” ships without a midship bridge, arrangements to the satisfaction of the Administration shall be provided to safeguard the crew in reaching all parts used in the necessary work of the ship.

(3) Safe and satisfactory access from the gangway level shall be available between separate crew accommodations and also between crew accommodations and the machinery space.

Hatchways

(4) Exposed hatchways on the freeboard and forecastle decks or on the tops of expansion trunks on Type „A” ships shall be provided with efficient watertight covers of steel or other equivalent material.

Freeing Arrangements

(5) Type „A” ships with bulwarks shall have open rails fitted for at least half the length of the exposed parts of the weather deck or other effective freeing arrangements. The upper edge of the sheer strake shall be kept as low as practicable.

(6) Where superstructures are connected by trunks, open rails shall be fitted for the whole length of the exposed parts of the freeboard deck.

CHAPTER III—FREEBOARDS

REGULATION 27

Types of Ships

(1) For the purposes of freeboard computation ships shall be divided into Type „A” and Type „B”.

Type „A” Ships

(2) A type „A” ship is one which is designed to carry only liquid cargoes in bulk, and in which cargo tanks have only small access openings closed by watertight gasketed covers of steel or equivalent material. Such a ship necessarily has the following inherent features:

- (a) high integrity of the exposed deck; and
- (b) high degree of safety against flooding, resulting from the low permeability of loaded cargo spaces and the degree of subdivision usually provided.

(3) A type „A” ship, if over 150 metres (492 feet) in length, and designed to have empty compartments when loaded to her summer load water line, shall be able to withstand the flooding of any one of these empty compartments at an assumed permeability of 0.95, and remain

vlot te bly in 'n ewewigstoestand wat die Administrasie as bevredigend beskou. Wanneer so 'n skip meer as 225 meter (738 voet) lank is, moet die masjienruim as 'n afdeling wat vol water kan loop beskou word, dog met 'n vulbaarheid van 0.85.

As leidraad vir Administrasies kan onderstaande grense as bevredigend beskou word—

- (a) die finale waterlyn na volloping is onder die onderste rand van enige opening waardeur progressiewe volloping plaas kan vind;
- (b) die maksimum slagsyhoek te wyte aan onsimmetriese volloping is om en by 15°;
- (c) die metasentriese hoogte in die volgelope toestand is positief.

(4) Aan 'n skip van tipe „A”, moet 'n vryboord toegewys word van minstens dié gebaseer op Tabel A van Regulasie 28.

Skepe van tipe „B”

(5) Alle skepe wat nie binne die bepalings in verband met skepe van tipe „A” val nie volgens paragrawe (2) en (3) van hierdie regulasie, word as skepe van tipe „B” beskou.

(6) Aan skepe van tipe „B” wat in posisie 1 luikope-nings met luike het wat aan die vereistes van regulasies 15 (7) of 16 voldoen, moet behalwe in gevalle waarvoor in paragrawe (7) tot en met (10) van hierdie regulasie voorsiening gemaak is, 'n vryboord gebaseer op Tabel B van regulasie 28 toegewys word.

(7) Aan enige skip van tipe „B” met 'n lengte van meer as 100 meter (328 voet) mag 'n kleiner vryboord toegewys word as dié ingevolge paragraaf (6) van hierdie regulasie vereis, mits met betrekking tot die toegelate vermindering, die Administrasie oortuig is dat—

- (a) die maatreëls vir beskerming van die bemanning getref, afdoende is;
- (b) die waterafvoerreëlings afdoende is,
- (c) die luike in posisies 1 en 2 voldoen aan die bepalings van regulasie 16 en sterk genoeg is; waarby spesiale aandag geskenk moet word aan hul digtings- en bevestigingsinrigtings;
- (d) die skip wanneer tot die somerlaslyn gelaai, vlot sal bly in 'n bevredigende ewewigstoestand nadat enige enkel beskadigde afdeling vol water geloop het by 'n veronderstelde vulbaarheid van 0.95, met uitsluiting van die masjienruim; en
- (e) in so 'n skip met 'n lengte van meer as 225 meter (738 voet) die masjienruim as 'n afdeling wat vol water kan loop, beskou moet word dog met 'n vulbaarheid van 0.85.

As leidraad vir Administrasies by die toepassing van subparagrawe (d) en (e) van hierdie paragraaf kan die grense in subparagrawe (3) (a), (b) en (c) genoem as bevredigend beskou word.

Die betrokke berekenings kan op onderstaande hoofveronderstellings gebaseer word, nl. dat:

- die vertikale omvang van beskadiging gelyk is aan die diepte van die skip;
- die mate van deurdringing van die beskadiging hoogstens B/5 is;
- geen transversale hoofverskansing beskadig is nie;
- die hoogte van die swaartepunt bo die basislyn geskat word deur rekening te hou met die homogene lading van laairuime en met 50 persent van die ontwerpinhoudsvermoë aan verbruikbare vloei-stowwe en voorrade, ens.

afloat in a condition of equilibrium considered to be satisfactory by the Administration. In such a ship, over 225 metres (738 feet) in length, the machinery space shall be treated as a floodable compartment but with a permeability of 0.85.

For the guidance of Administrations the following limits may be regarded as satisfactory—

- (a) the final water line after flooding is below the lower edge of any opening through which progressive flooding may take place;
- (b) the maximum angle of heel due to unsymmetrical flooding is of the order of 15°;
- (c) the metacentric height in the flooded condition is positive.

(4) A Type “A” ship shall be assigned a freeboard not less than that based on Table A of Regulation 28.

Type “B” Ships

(5) All ships which do not come within the provisions regarding Type “A” ships in paragraphs (2) and (3) of this Regulation shall be considered as Type “B” ships.

(6) Type “B” ships, which in position 1 have hatchways fitted with hatch covers complying with the requirements of Regulations 15 (7) or 16 shall, except as provided in paragraphs (7) to (10) inclusive of this Regulation, be assigned freeboards based on Table B of Regulation 28.

(7) Any Type “B” ships of over 100 metres (328 feet) in length may be assigned freeboards less than those required under paragraph (6) of this Regulation provided that, in relation to the amount of reduction granted, the Administration is satisfied that—

- (a) the measures provided for the protection of the crew are adequate;
- (b) the freeing arrangements are adequate;
- (c) the covers in positions 1 and 2 comply with the provisions of Regulation 16 and have adequate strength; special care being given to their sealing and securing arrangements;
- (d) the ship, when loaded to her summer load water line, will remain afloat in a satisfactory condition of equilibrium after flooding of any single damaged compartment at an assumed permeability of 0.95 excluding the machinery space; and
- (e) in such a ship, over 225 metres (738 feet) in length, the machinery space shall be treated as a floodable compartment but with a permeability of 0.85.

For the guidance of Administrations in applying sub-paragraphs (d) and (e) of this paragraph the limits given in sub-paragraphs (3) (a), (b) and (c) may be regarded as satisfactory.

The relevant calculations may be based upon the following main assumptions:

- the vertical extent of damage is equal to the depth of the ship;
- the penetration of damage is not more than B/5;
- no main transverse bulkhead is damaged;
- the height of the centre of gravity above the base line is assessed allowing for homogeneous loading of cargo holds, and for 50 per cent of the designed capacity of consumable fluids and stores, etc.

(8) By die berekening van die vryboord vir skepe van tipe „B” wat aan die vereistes van paragraaf (7) van hierdie regulasie voldoen, mag die waardes verkry uit Tabel B van regulasie 28 met hoogstens 60 persent van die verskil tussen die „B”- en „A”-tabelwaardes vir die passende skeeps lengte verminder word.

(9) Die vermindering in vryboordwaardes volgens die tabel wat toelaatbaar is ingevolge paragraaf (8) van hierdie regulasie mag verhoog word tot die totale verskil tussen die waardes in Tabel A en dié in Tabel B van regulasie 28 op voorwaarde dat die skip voldoen aan die voorwaardes van regulasie 26 (1), (2), (3), (5) en (6), asof dit ’n skip van tipe „A” was, en bowendien voldoen aan die bepalings van paragraaf (7) (a) tot en met (d) van hierdie regulasie behalwe dat die verwysing in sub-paragraaf (d) in verband met die volloop van enige enkele beskadigde afdeling beskou moet word as ’n verwysing na die volloop van enige twee aangrensende voor- en agterafdelings, wat geen van twee die masjienruim is nie. Ook moet enige sodanige skip wat meer as 225 meter (738 voet) lank is, wanneer tot die somerlaslyn gelaai, in ’n bevredigende ewewigstoestand vlot bly nadat die masjienruim op sigself beskou, volgehoop het, by ’n veronderstelde vulbaarheid van 0.85.

(10) Aan skepe van tipe „B” wat in posisie 1 luikopenings het met luike wat aan die vereistes van regulasie 15, behalwe paragraaf (7) voldoen, moet ’n vryboord toegewys word gebaseer op die waardes in Tabel B van regulasie 28 aangegee, plus die waardes in onderstaande tabel verstrekk:

VRYBOORDVERMEERDERING BO TABULÊRE VRYBOORD VIR SKEPE VAN TIEPE „B”, WAT BETREF SKEPE MET LUIKE WAT NIE AAN REGULASIE 15 (7) OF 16 VOLDOEN NIE.

Lengte van skip (meters)	Vryboord-vermeerdering (milli-meters)	Lengte van skip (meters)	Vryboord-vermeerdering (milli-meters)	Lengte van skip (meters)	Vryboord-vermeerdering (milli-meters)
108 en minder	50	139	175	170	290
109	52	140	181	171	292
110	55	141	186	172	294
111	57	142	191	173	297
112	59	143	196	174	299
113	62	144	201	175	301
114	64	145	206	176	304
115	68	146	210	177	306
116	70	147	215	178	308
117	73	148	219	179	311
118	76	149	224	180	313
119	80	150	228	181	315
120	84	151	232	182	318
121	87	152	236	183	320
122	91	153	240	184	322
123	95	154	244	185	325
124	99	155	247	186	327
125	103	156	251	187	329
126	108	157	254	188	332
127	112	158	258	189	334
128	116	159	261	190	336
129	121	160	264	191	339
130	126	161	267	192	341
131	131	162	270	193	343
132	136	163	273	194	346
133	142	164	275	195	348
134	147	165	278	196	350
135	153	166	280	197	353
136	159	167	283	198	355
137	164	168	285	199	357
138	170	169	287	200	358

Vryboorde by tussenliggende skeeps lengtes moet deur lineêre interpolasie verkry word.

Skepe wat langer is as 200 meter, is onderworpe aan beslissing deur die Administrasie.

(8) In calculating the freeboards for Type „B” ships which comply with the requirements of paragraph (7) of this Regulation, the values from Table B of Regulation 28 shall not be reduced by more than 60 per cent of the difference between the „B” and „A” tabular values for the appropriate ship lengths.

(9) The reduction in tabular freeboard allowed under paragraph (8) of this Regulation may be increased up to the total difference between the values in Table A and those in Table B of Regulation 28 on condition that the ship complies with the requirements of Regulation 26 (1), (2), (3), (5) and (6), as if it were a type „A” ship, and further complies with the provisions of paragraph (7) (a) to (d) inclusive of this Regulation except that the reference in sub-paragraph (d) to the flooding of any single damaged compartment shall be treated as a reference to the flooding of any two adjacent fore and aft compartments, neither of which is the machinery space. Also any such ship of over 225 metres (738 feet) in length, when loaded to her summer load water line, shall remain afloat in a satisfactory condition of equilibrium after flooding of the machinery space, taken alone, at an assumed permeability of 0.85.

(10) Type „B” ships, which in position 1 have hatchways fitted with hatch covers which comply with the requirements of Regulation 15, other than paragraph (7), shall be assigned freeboards based upon the values given in Table B of Regulation 28 increased by the values given in the following table:

FREEBOARD INCREASE OVER TABULAR FREEBOARD FOR TYPE „B” SHIPS, FOR SHIPS WITH HATCH COVERS NOT COMPLYING WITH REGULATION 15 (7) OR 16.

Length of ship (metres)	Freeboard increase (milli-metres)	Length of ship (metres)	Freeboard increase (milli-metres)	Length of ship (metres)	Freeboard increase (milli-metres)
108 and below	50	139	175	170	290
109	52	140	181	171	292
110	55	141	186	172	294
111	57	142	191	173	297
112	59	143	196	174	299
113	62	144	201	175	301
114	64	145	206	176	304
115	68	146	210	177	306
116	70	147	215	178	308
117	73	148	219	179	311
118	76	149	224	180	313
119	80	150	228	181	315
120	84	151	232	182	318
121	87	152	236	183	320
122	91	153	240	184	322
123	95	154	244	185	325
124	99	155	247	186	327
125	103	156	251	187	329
126	108	157	254	188	332
127	112	158	258	189	334
128	116	159	261	190	336
129	121	160	264	191	339
130	126	161	267	192	341
131	131	162	270	193	343
132	136	163	273	194	346
133	142	164	275	195	348
134	147	165	278	196	350
135	153	166	280	197	353
136	159	167	283	198	355
137	164	168	285	199	357
138	170	169	287	200	358

Freeboards at intermediate lengths of ship shall be obtained by linear interpolation.

Ships above 200 metres in length shall be dealt with by the Administration.

VRYBOORDVERMEERDERING BO TABULÊRE VRYBOORD VIR SKEPE VAN TÍPE „B” BETREF SKEPE MET LUIKE WAT NIE AAN REGULASIE 15 (7) OF 16 VOLDOEN NIE.

Lengte van skip (voet)	Vryboord-vermeerdering (duim)	Lengte van skip (voet)	Vryboord-vermeerdering (duim)
350 en minder	2·0	510	9·6
360	2·3	520	10·0
370	2·6	530	10·4
380	2·9	540	10·7
390	3·3	550	11·0
400	3·7	560	11·4
410	4·2	570	11·8
420	4·7	580	12·1
430	5·2	590	12·5
440	5·8	600	12·8
450	6·4	610	13·1
460	7·0	620	13·4
470	7·6	630	13·6
480	8·2	640	13·9
490	8·7	650	14·1
500	9·2	660	14·3

Vryboorde by tussenliggende skeeps lengtes moet deur lineêre interpolasie verkry word.

Skepe wat langer is as 660 voet, is onderworpe aan beslissing deur die Administrasie.

(11) Aan 'n ligter, trekskuit of ander skip sonder selfstandige voortbewegingsmiddel moet 'n vryboord ooreenkomstig die bepalings van hierdie regulasies toegewys word. In die geval van onbemande trekskuite, is die vereistes van regulasies 25, 26 (2) en (3) en 39 egter nie van toepassing nie. Aan sulke onbemande trekskuite, wat in die vryboorddek slegs klein toegangsopenings het, gesluit met waterdigte luke van staal of 'n gelykwaardige materiaal, met pakings, mag 'n vryboord van 25 persent minder as dié volgens hierdie regulasies bereken toegewys word:

REGULASIE 28

Vryboordtabelle

Skepe van tipe „A”

(1) Die tabulêre vryboord vir skepe van tipe „A” moet ooreenkomstig onderstaande tabel bepaal word.

TABEL A

VRYBOORDTABEL VIR SKEPE VAN TÍPE „A”

Lengte van skip (meters)	Vryboord (milli-meters)	Lengte van skip (meters)	Vryboord (milli-meters)	Lengte van skip (meters)	Vryboord (milli-meters)
24	200	59	559	94	1,044
25	208	60	573	95	1,059
26	217	61	587	96	1,074
27	225	62	600	97	1,089
28	233	63	613	98	1,105
29	242	64	626	99	1,120
30	250	65	639	100	1,135
31	258	66	653	101	1,151
32	267	67	666	102	1,166
33	275	68	680	103	1,181
34	283	69	693	104	1,196
35	292	70	706	105	1,212
36	300	71	720	106	1,228
37	308	72	733	107	1,244
38	316	73	746	108	1,260
39	325	74	760	109	1,276
40	334	75	773	110	1,293
41	344	76	786	111	1,309
42	354	77	800	112	1,326
43	364	78	814	113	1,342
44	374	79	828	114	1,359
45	385	80	841	115	1,376
46	396	81	855	116	1,392
47	408	82	869	117	1,409

FREEBOARD INCREASE OVER TABULAR FREEBOARD FOR TYPE „B” SHIPS, FOR SHIPS WITH HATCH COVERS NOT COMPLYING WITH REGULATIONS 15 (7) OR 16

Length of ship (feet)	Freeboard increase (inches)	Length of ship (feet)	Freeboard increase (inches)
350 and below	2·0	510	9·6
360	2·3	520	10·0
370	2·6	530	10·4
380	2·9	540	10·7
390	3·3	550	11·0
400	3·7	560	11·4
410	4·2	570	11·8
420	4·7	580	12·1
430	5·2	590	12·5
440	5·8	600	12·8
450	6·4	610	13·1
460	7·0	620	13·4
470	7·6	630	13·6
480	8·2	640	13·9
490	8·7	650	14·1
500	9·2	660	14·3

Freeboards at intermediate lengths of ship shall be obtained by linear interpolation.

Ships above 660 feet in length shall be dealt with by the Administration.

(11) A lighter, barge or other ship without independent means of propulsion shall be assigned a freeboard in accordance with the provisions of these Regulations. However, in the case of barges which are unmanned the requirements of Regulations 25, 26 (2) and (3) and 39 shall not apply. Such unmanned barges which have on the freeboard deck only small access openings closed by weathertight gasketed covers of steel or equivalent material may be assigned freeboards 25 per cent less than those calculated in accordance with these Regulations.

REGULATION 28

Freeboard Tables

Type „A” ships

(1) The tabular freeboard for type „A” ships shall be determined from the following table:

TABEL A

FREEBOARD TABLE FOR TYPE „A” SHIPS

Length of ship (metres)	Freeboard (milli-metres)	Length of ship (metres)	Freeboard (milli-metres)	Length of ship (metres)	Freeboard (milli-metres)
24	200	59	559	94	1,044
25	208	60	573	95	1,059
26	217	61	587	96	1,074
27	225	62	600	97	1,089
28	233	63	613	98	1,105
29	242	64	626	99	1,120
30	250	65	639	100	1,135
31	258	66	653	101	1,151
32	267	67	666	102	1,166
33	275	68	680	103	1,181
34	283	69	693	104	1,196
35	292	70	706	105	1,212
36	300	71	720	106	1,228
37	308	72	733	107	1,244
38	316	73	746	108	1,260
39	325	74	760	109	1,276
40	334	75	773	110	1,293
41	344	76	786	111	1,309
42	354	77	800	112	1,326
43	364	78	814	113	1,342
44	374	79	828	114	1,359
45	385	80	841	115	1,376
46	396	81	855	116	1,392
47	408	82	869	117	1,409

TABEL A voortgesit.

Lengte van skip (meters)	Vryboord (milli-meters)	Lengte van skip (meters)	Vryboord (milli-meters)	Lengte van skip (meters)	Vryboord (milli-meters)
48	420	83	883	118	1,426
49	432	84	897	119	1,442
50	443	85	911	120	1,459
51	455	86	926	121	1,476
52	467	87	940	122	1,494
53	478	88	955	123	1,511
54	490	89	969	124	1,528
55	503	90	984	125	1,546
56	516	91	999	126	1,563
57	530	92	1,014	127	1,580
58	544	93	1,029	128	1,598
129	1,615	174	2,320	219	2,784
130	1,632	175	2,332	220	2,792
131	1,650	176	2,345	221	2,801
132	1,667	177	2,357	222	2,809
133	1,684	178	2,369	223	2,817
134	1,702	179	2,381	224	2,825
135	1,719	180	2,393	225	2,833
136	1,736	181	2,405	226	2,841
137	1,753	182	2,416	227	2,849
138	1,770	183	2,428	228	2,857
139	1,787	184	2,440	229	2,865
140	1,803	185	2,451	230	2,872
141	1,820	186	2,463	231	2,880
142	1,837	187	2,474	232	2,888
143	1,853	188	2,486	233	2,895
144	1,870	189	2,497	234	2,903
145	1,886	190	2,508	235	2,910
146	1,903	191	2,519	236	2,918
147	1,919	192	2,530	237	2,925
148	1,935	193	2,541	238	2,932
149	1,952	194	2,552	239	2,939
150	1,968	195	2,562	240	2,946
151	1,984	196	2,572	241	2,953
152	2,000	197	2,582	242	2,959
153	2,016	198	2,592	243	2,966
154	2,032	199	2,602	244	2,973
155	2,048	200	2,612	245	2,979
156	2,064	201	2,622	246	2,986
157	2,080	202	2,632	247	2,993
158	2,096	203	2,641	248	3,000
159	2,111	204	2,650	249	3,006
160	2,126	205	2,659	250	3,012
161	2,141	206	2,669	251	3,018
162	2,155	207	2,678	252	3,024
163	2,169	208	2,687	253	3,030
164	2,184	209	2,696	254	3,036
165	2,198	210	2,705	255	3,042
166	2,212	211	2,714	256	3,048
167	2,226	212	2,723	257	3,054
168	2,240	213	2,732	258	3,060
169	2,254	214	2,741	259	3,066
170	2,268	215	2,749	260	3,072
171	2,281	216	2,758	261	3,078
172	2,294	217	2,767	262	3,084
173	2,307	218	2,775	263	3,089
264	3,095	298	3,254	332	3,363
265	3,101	299	3,258	333	3,366
266	3,106	300	3,262	334	3,368
267	3,112	301	3,266	335	3,371
268	3,117	302	3,270	336	3,373
269	3,123	303	3,274	337	3,375
270	3,128	304	3,278	338	3,378
271	3,133	305	3,281	339	3,380
272	3,138	306	3,285	340	3,382
273	3,143	307	3,288	341	3,385
274	3,148	308	3,292	342	3,387
275	3,153	309	3,295	343	3,389
276	3,158	310	3,298	344	3,392
277	3,163	311	3,302	345	3,394
278	3,167	312	3,305	346	3,396
279	3,172	313	3,308	347	3,399
280	3,176	314	3,312	348	3,401
281	3,181	315	3,315	349	3,403
282	3,185	316	3,318	350	3,406
283	3,189	317	3,322	351	3,408
284	3,194	318	3,325	352	3,410
285	3,198	319	3,328	353	3,412
286	3,202	320	3,331	354	3,414
287	3,207	321	3,334	355	3,416
288	3,211	322	3,337	356	3,418
289	3,215	323	3,339	357	3,420
290	3,220	324	3,342	358	3,422
291	3,224	325	3,345	359	3,423

TABLE A continued.

Length of ship (metres)	Freeboard (milli-metres)	Length of ship (metres)	Freeboard (milli-metres)	Length of ship (metres)	Freeboard (milli-metres)
48	420	83	883	118	1,426
49	432	84	897	119	1,442
50	443	85	911	120	1,459
51	455	86	926	121	1,476
52	467	87	940	122	1,494
53	478	88	955	123	1,511
54	490	89	969	124	1,528
55	503	90	984	125	1,546
56	516	91	999	126	1,563
57	530	92	1,014	127	1,580
58	544	93	1,029	128	1,598
129	1,615	174	2,320	219	2,784
130	1,632	175	2,332	220	2,792
131	1,650	176	2,345	221	2,801
132	1,667	177	2,357	222	2,809
133	1,684	178	2,369	223	2,817
134	1,702	179	2,381	224	2,825
135	1,719	180	2,393	225	2,833
136	1,736	181	2,405	226	2,841
137	1,753	182	2,416	227	2,849
138	1,770	183	2,428	228	2,857
139	1,787	184	2,440	229	2,865
140	1,803	185	2,451	230	2,872
141	1,820	186	2,463	231	2,880
142	1,837	187	2,474	232	2,888
143	1,853	188	2,486	233	2,895
144	1,870	189	2,497	234	2,903
145	1,886	190	2,508	235	2,910
146	1,903	191	2,519	236	2,918
147	1,919	192	2,530	237	2,925
148	1,935	193	2,541	238	2,932
149	1,952	194	2,552	239	2,939
150	1,968	195	2,562	240	2,946
151	1,984	196	2,572	241	2,953
152	2,000	197	2,582	242	2,959
153	2,016	198	2,592	243	2,966
154	2,032	199	2,602	244	2,973
155	2,048	200	2,612	245	2,979
156	2,064	201	2,622	246	2,986
157	2,080	202	2,632	247	2,993
158	2,096	203	2,641	248	3,000
159	2,111	204	2,650	249	3,006
160	2,126	205	2,659	250	3,012
161	2,141	206	2,669	251	3,018
162	2,155	207	2,678	252	3,024
163	2,169	208	2,687	253	3,030
164	2,184	209	2,696	254	3,036
165	2,198	210	2,705	255	3,042
166	2,212	211	2,714	256	3,048
167	2,226	212	2,723	257	3,054
168	2,240	213	2,732	258	3,060
169	2,254	214	2,741	259	3,066
170	2,268	215	2,749	260	3,072
171	2,281	216	2,758	261	3,078
172	2,294	217	2,767	262	3,084
173	2,307	218	2,775	263	3,089
264	3,095	298	3,254	332	3,363
265	3,101	299	3,258	333	3,366
266	3,106	300	3,262	334	3,368
267	3,112	301	3,266	335	3,371
268	3,117	302	3,270	336	3,373
269	3,123	303	3,274	337	3,375
270	3,128	304	3,278	338	3,378
271	3,133	305	3,281	339	3,380
272	3,138	306	3,285	340	3,382
273	3,143	307	3,288	341	3,385
274	3,148	308	3,292	342	3,387
275	3,153	309	3,295	343	3,389
276	3,158	310	3,298	344	3,392
277	3,163	311	3,302	345	3,394
278	3,167	312	3,305	346	3,396
279	3,172	313	3,308	347	3,399
280	3,176	314	3,312	348	3,401
281	3,181	315	3,315	349	3,403
282	3,185	316	3,318	350	3,406
283	3,189	317	3,322	351	3,408
284	3,194	318	3,325	352	3,410
285	3,198	319	3,328	353	3,412
286	3,202	320	3,331	354	3,414
287	3,207	321	3,334	355	3,416
288	3,211	322	3,337	356	3,418
289	3,215	323	3,339	357	3,420
290	3,220	324	3,342	358	3,422
291	3,224	325	3,345	359	3,423

TABEL A voortgesit.

Lengte van skip (meters)	Vryboord (milli-meters)	Lengte van skip (meters)	Vryboord (milli-meters)	Lengte van skip (meters)	Vryboord (milli-meters)
292	3,228	326	3,347	360	3,425
293	3,233	327	3,350	361	3,427
294	3,237	328	3,353	362	3,428
295	3,241	329	3,355	363	3,430
296	3,246	330	3,358	364	3,432
297	3,250	331	3,361	365	3,433

Vryboorde by tussenliggende skeeps lengtes moet deur lineêre interpolasie verkry word.

Skepe wat langer as 365 meter is, is onderworpe aan beslissing deur die Administrasie.

TABEL A

VRYBOORDTABEL VIR SKEPE VAN TIEPE 'A'

Lengte van skip (voet)	Vryboord (duim)	Lengte van skip (voet)	Vryboord (duim)	Lengte van skip (voet)	Vryboord (duim)
80	8.0	460	71.1	840	120.1
90	8.9	470	73.1	850	120.7
100	9.8	480	75.1	860	121.4
110	10.8	490	77.1	870	122.1
120	11.9	500	79.0	880	122.7
130	13.0	510	80.9	890	123.4
140	14.2	520	82.7	900	124.0
150	15.5	530	84.5	910	124.6
160	16.9	540	86.3	920	125.2
170	18.3	550	88.0	930	125.7
180	19.8	560	89.6	940	126.2
190	21.3	570	91.1	950	126.7
200	22.9	580	92.6	960	127.2
210	24.5	590	94.1	970	127.7
220	26.2	600	95.5	980	128.1
230	27.8	610	96.9	990	128.6
240	29.5	620	98.3	1,000	129.0
250	31.1	630	99.6	1,010	129.4
260	32.8	640	100.9	1,020	129.9
270	34.6	650	102.1	1,030	130.3
280	36.3	660	103.3	1,040	130.7
290	38.0	670	104.4	1,050	131.0
300	39.7	680	105.5	1,060	131.4
310	41.4	690	106.6	1,070	131.7
320	43.2	700	107.7	1,080	132.0
330	45.0	710	108.7	1,090	132.3
340	46.9	720	109.7	1,100	132.6
350	48.8	730	110.7	1,110	132.9
360	50.7	740	111.7	1,120	133.2
370	52.7	750	112.6	1,130	133.5
380	54.7	760	113.5	1,140	133.8
390	56.8	770	114.4	1,150	134.0
400	58.8	780	115.3	1,160	134.3
410	60.9	790	116.1	1,170	134.5
420	62.9	800	117.0	1,180	134.7
430	65.0	810	117.8	1,190	135.0
440	67.0	820	118.6	1,200	135.2
450	69.1	830	119.3		

Vryboorde by tussenliggende skeeps lengtes moet deur lineêre interpolasie verkry word.

Skepe wat langer as 1,200 voet is, is onderworpe aan beslissing deur die Administrasie.

TABLE A continued.

Length of ship (metres)	Freeboard (milli-metre)	Length of ship (metres)	Freeboard (milli-metres)	Length of ship (metres)	Freeboard (milli-metres)
292	3,228	326	3,347	360	3,425
293	3,233	327	3,350	361	3,427
294	3,237	328	3,353	362	3,428
295	3,241	329	3,355	363	3,430
296	3,246	330	3,358	364	3,432
297	3,250	331	3,361	365	3,433

Freeboards at intermediate lengths of ship shall be obtained by linear interpolation.

Ships above 365 metres in length shall be dealt with by the Administration.

TABLE A

FREEBOARD TABLE FOR TYPE 'A' SHIPS

Length of ship (feet)	Freeboard (inches)	Length of ship (feet)	Freeboard (inches)	Length of ship (feet)	Freeboard (inches)
80	8.0	460	71.1	840	120.1
90	8.9	470	73.1	850	120.7
100	9.8	480	75.1	860	121.4
110	10.8	490	77.1	870	122.1
120	11.9	500	79.0	880	122.7
130	13.0	510	80.9	890	123.4
140	14.2	520	82.7	900	124.0
150	15.5	530	84.5	910	124.6
160	16.9	540	86.3	920	125.2
170	18.3	550	88.0	930	125.7
180	19.8	560	89.6	940	126.2
190	21.3	570	91.1	950	126.7
200	22.9	580	92.6	960	127.2
210	24.5	590	94.1	970	127.7
220	26.2	600	95.5	980	128.1
230	27.8	610	96.9	990	128.6
240	29.5	620	98.3	1,000	129.0
250	31.1	630	99.6	1,010	129.4
260	32.8	640	100.9	1,020	129.9
270	34.6	650	102.1	1,030	130.3
280	36.3	660	103.3	1,040	130.7
290	38.0	670	104.4	1,050	131.0
300	39.7	680	105.5	1,060	131.4
310	41.4	690	106.6	1,070	131.7
320	43.2	700	107.7	1,080	132.0
330	45.0	710	108.7	1,090	132.3
340	46.9	720	109.7	1,100	132.6
350	48.8	730	110.7	1,110	132.9
360	50.7	740	111.7	1,120	133.2
370	52.7	750	112.6	1,130	133.5
380	54.7	760	113.5	1,140	133.8
390	56.8	770	114.4	1,150	134.0
400	58.8	780	115.3	1,160	134.3
410	60.9	790	116.1	1,170	134.5
420	62.9	800	117.0	1,180	134.7
430	65.0	810	117.8	1,190	135.0
440	67.0	820	118.6	1,200	135.2
450	69.1	830	119.3		

Freeboards at intermediate lengths of ship shall be obtained by linear interpolation.

Ships above 1,200 feet in length shall be dealt with by the Administration.

Skepe van tipe „B”

(2) Die tabulêre vryboord vir skepe van tipe „B” moet volgens onderstaande tabel bepaal word:

TABEL B.

VRYBOORDTABEL VIR SKEPE VAN TIEPE „B”

Lengte van skip (meters)	Vryboord-vermeerdering (milli-meters)	Lengte van skip (meters)	Vryboord-vermeerdering (milli-meters)	Lengte van skip (meters)	Vryboord-vermeerdering (milli-meters)
24	200	59	559	94	1,154
25	208	60	573	95	1,172
26	217	61	587	96	1,190
27	225	62	601	97	1,209
28	233	63	615	98	1,229
29	242	64	629	99	1,250
30	250	65	644	100	1,271
31	258	66	659	101	1,293
32	267	67	674	102	1,315
33	275	68	689	103	1,337
34	283	69	705	104	1,359
35	292	70	721	105	1,380
36	300	71	738	106	1,401
37	308	72	754	107	1,421
38	316	73	769	108	1,440
39	325	74	784	109	1,459
40	334	75	800	110	1,479
41	344	76	816	111	1,500
42	354	77	833	112	1,521
43	364	78	850	113	1,543
44	374	79	868	114	1,565
45	385	80	887	115	1,587
46	396	81	905	116	1,609
47	408	82	923	117	1,630
48	420	83	942	118	1,651
49	432	84	960	119	1,671
50	443	85	978	120	1,690
51	455	86	996	121	1,709
52	467	87	1,015	122	1,729
53	478	88	1,034	123	1,750
54	490	89	1,054	124	1,771
55	503	90	1,075	125	1,793
56	516	91	1,096	126	1,815
57	530	92	1,116	127	1,837
58	544	93	1,135	128	1,859
129	1,880	174	2,795	219	3,570
130	1,901	175	2,815	220	3,586
131	1,921	176	2,835	221	3,601
132	1,940	177	2,855	222	3,615
133	1,959	178	2,875	223	3,630
134	1,979	179	2,895	224	3,645
135	2,000	180	2,915	225	3,660
136	2,021	181	2,933	226	3,675
137	2,043	182	2,952	227	3,690
138	2,065	183	2,970	228	3,705
139	2,087	184	2,988	229	3,720
140	2,109	185	3,007	230	3,735
141	2,130	186	3,025	231	3,750
142	2,151	187	3,044	232	3,765
143	2,171	188	3,062	233	3,780
144	2,190	189	3,080	234	3,795
145	2,209	190	3,098	235	3,808
146	2,229	191	3,116	236	3,821
147	2,250	192	3,134	237	3,835
148	2,271	193	3,151	238	3,849
149	2,293	194	3,167	239	3,864
150	2,315	195	3,185	240	3,880
151	2,334	196	3,202	241	3,893
152	2,354	197	3,219	242	3,906
153	2,375	198	3,235	243	3,920
154	2,396	199	3,249	244	3,934
155	2,418	200	3,264	245	3,949
156	2,440	201	3,280	246	3,965
157	2,460	202	3,296	247	3,978
158	2,480	203	3,313	248	3,992
159	2,500	204	3,330	249	4,005
160	2,520	205	3,347	250	4,018
161	2,540	206	3,363	251	4,032
162	2,560	207	3,380	252	4,045
163	2,580	208	3,397	253	4,058
164	2,600	209	3,413	254	4,072
165	2,620	210	3,430	255	4,085
166	2,640	211	3,445	256	4,098
167	2,660	212	3,460	257	4,112

Type “B” ships

(2) The tabular freeboard for type “B” ships shall be determined from the following table:

TABLE B

FREEBOARD TABLE FOR TYPE “B” SHIPS

Length of ship (metres)	Freeboard (milli-metres)	Length of ship (metres)	Freeboard (milli-metres)	Length of ship (metres)	Freeboard (milli-metres)
24	200	59	559	94	1,154
25	208	60	573	95	1,172
26	217	61	587	96	1,190
27	225	62	601	97	1,209
28	233	63	615	98	1,229
29	242	64	629	99	1,250
30	250	65	644	100	1,271
31	258	66	659	101	1,293
32	267	67	674	102	1,315
33	275	68	689	103	1,337
34	283	69	705	104	1,359
35	292	70	721	105	1,380
36	300	71	738	106	1,401
37	308	72	754	107	1,421
38	316	73	769	108	1,440
39	325	74	784	109	1,459
40	334	75	800	110	1,479
41	344	76	816	111	1,500
42	354	77	833	112	1,521
43	364	78	850	113	1,543
44	374	79	868	114	1,565
45	385	80	887	115	1,587
46	396	81	905	116	1,609
47	408	82	923	117	1,630
48	420	83	942	118	1,651
49	432	84	960	119	1,671
50	443	85	978	120	1,690
51	455	86	996	121	1,709
52	467	87	1,015	122	1,729
53	478	88	1,034	123	1,750
54	490	89	1,054	124	1,771
55	503	90	1,075	125	1,793
56	516	91	1,096	126	1,815
57	530	92	1,116	127	1,837
58	544	93	1,135	128	1,859
129	1,880	174	2,795	219	3,570
130	1,901	175	2,815	220	3,586
131	1,921	176	2,835	221	3,601
132	1,940	177	2,855	222	3,615
133	1,959	178	2,875	223	3,630
134	1,979	179	2,895	224	3,645
135	2,000	180	2,915	225	3,660
136	2,021	181	2,933	226	3,675
137	2,043	182	2,952	227	3,690
138	2,065	183	2,970	228	3,705
139	2,087	184	2,988	229	3,720
140	2,109	185	3,007	230	3,735
141	2,130	186	3,025	231	3,750
142	2,151	187	3,044	232	3,765
143	2,171	188	3,062	233	3,780
144	2,190	189	3,080	234	3,795
145	2,209	190	3,098	235	3,808
146	2,229	191	3,116	236	3,821
147	2,250	192	3,134	237	3,835
148	2,271	193	3,151	238	3,849
149	2,293	194	3,167	239	3,864
150	2,315	195	3,185	240	3,880
151	2,334	196	3,202	241	3,893
152	2,354	197	3,219	242	3,906
153	2,375	198	3,235	243	3,920
154	2,396	199	3,249	244	3,934
155	2,418	200	3,264	245	3,949
156	2,440	201	3,280	246	3,965
157	2,460	202	3,296	247	3,978
158	2,480	203	3,313	248	3,992
159	2,500	204	3,330	249	4,005
160	2,520	205	3,347	250	4,018
161	2,540	206	3,363	251	4,032
162	2,560	207	3,380	252	4,045
163	2,580	208	3,397	253	4,058
164	2,600	209	3,413	254	4,072
165	2,620	210	3,430	255	4,085
166	2,640	211	3,445	256	4,098
167	2,660	212	3,460	257	4,112

Table B continued.

Length of ship (metres)	Length of ship (metres)	Length of ship (metres)	Length of ship (metres)	Length of ship (metres)	Length of ship (metres)
168	2,680	213	3,475	258	4,125
169	2,698	214	3,490	259	4,139
170	2,716	215	3,505	260	4,152
171	2,735	216	3,520	261	4,165
172	2,754	217	3,537	262	4,177
173	2,774	218	3,554	263	4,189
174	2,794	219	3,571	264	4,201
175	2,814	220	3,588	265	4,214
176	2,834	221	3,605	266	4,227
177	2,854	222	3,622	267	4,240
178	2,874	223	3,639	268	4,252
179	2,894	224	3,656	269	4,264
180	2,914	225	3,673	270	4,276
181	2,934	226	3,690	271	4,289
182	2,954	227	3,707	272	4,302
183	2,974	228	3,724	273	4,315
184	2,994	229	3,741	274	4,327
185	3,014	230	3,758	275	4,340
186	3,034	231	3,775	276	4,353
187	3,054	232	3,792	277	4,366
188	3,074	233	3,809	278	4,379
189	3,094	234	3,826	279	4,392
190	3,114	235	3,843	280	4,405
191	3,134	236	3,860	281	4,418
192	3,154	237	3,877	282	4,431
193	3,174	238	3,894	283	4,444
194	3,194	239	3,911	284	4,457
195	3,214	240	3,928	285	4,470
196	3,234	241	3,945	286	4,483
197	3,254	242	3,962	287	4,496
198	3,274	243	3,979	288	4,509
199	3,294	244	3,996	289	4,522
200	3,314	245	4,013	290	4,535
201	3,334	246	4,030	291	4,548
202	3,354	247	4,047	292	4,561
203	3,374	248	4,064	293	4,574
204	3,394	249	4,081	294	4,587
205	3,414	250	4,098	295	4,600
206	3,434	251	4,115	296	4,613
207	3,454	252	4,132	297	4,626
208	3,474	253	4,149	298	4,639
209	3,494	254	4,166	299	4,652
210	3,514	255	4,183	300	4,665
211	3,534	256	4,200	301	4,678
212	3,554	257	4,217	302	4,691
213	3,574	258	4,234	303	4,704
214	3,594	259	4,251	304	4,717
215	3,614	260	4,268	305	4,730
216	3,634	261	4,285	306	4,743
217	3,654	262	4,302	307	4,756
218	3,674	263	4,319	308	4,769
219	3,694	264	4,336	309	4,782
220	3,714	265	4,353	310	4,795
221	3,734	266	4,370	311	4,808
222	3,754	267	4,387	312	4,821
223	3,774	268	4,404	313	4,834
224	3,794	269	4,421	314	4,847
225	3,814	270	4,438	315	4,860
226	3,834	271	4,455	316	4,873
227	3,854	272	4,472	317	4,886
228	3,874	273	4,489	318	4,899
229	3,894	274	4,506	319	4,912
230	3,914	275	4,523	320	4,925
231	3,934	276	4,540	321	4,938
232	3,954	277	4,557	322	4,951
233	3,974	278	4,574	323	4,964
234	3,994	279	4,591	324	4,977
235	4,014	280	4,608	325	4,990
236	4,034	281	4,625	326	5,003
237	4,054	282	4,642	327	5,016
238	4,074	283	4,659	328	5,029
239	4,094	284	4,676	329	5,042
240	4,114	285	4,693	330	5,055
241	4,134	286	4,710	331	5,068
242	4,154	287	4,727	332	5,081
243	4,174	288	4,744	333	5,094
244	4,194	289	4,761	334	5,107
245	4,214	290	4,778	335	5,120
246	4,234	291	4,795	336	5,133
247	4,254	292	4,812	337	5,146
248	4,274	293	4,829	338	5,159
249	4,294	294	4,846	339	5,172
250	4,314	295	4,863	340	5,185
251	4,334	296	4,880	341	5,198
252	4,354	297	4,897	342	5,211
253	4,374	298	4,914	343	5,224
254	4,394	299	4,931	344	5,237
255	4,414	300	4,948	345	5,250
256	4,434	301	4,965	346	5,263
257	4,454	302	4,982	347	5,276
258	4,474	303	5,000	348	5,289
259	4,494	304	5,017	349	5,302
260	4,514	305	5,034	350	5,315
261	4,534	306	5,051	351	5,328
262	4,554	307	5,068	352	5,341
263	4,574	308	5,085	353	5,354
264	4,594	309	5,102	354	5,367
265	4,614	310	5,119	355	5,380
266	4,634	311	5,136	356	5,393
267	4,654	312	5,153	357	5,406
268	4,674	313	5,170	358	5,419
269	4,694	314	5,187	359	5,432
270	4,714	315	5,204	360	5,445
271	4,734	316	5,221	361	5,458
272	4,754	317	5,238	362	5,471
273	4,774	318	5,255	363	5,484
274	4,794	319	5,272	364	5,497
275	4,814	320	5,289	365	5,510
276	4,834	321	5,306		
277	4,854	322	5,323		
278	4,874	323	5,340		
279	4,894	324	5,357		
280	4,914	325	5,374		
281	4,934	326	5,391		
282	4,954	327	5,408		
283	4,974	328	5,425		
284	4,994	329	5,442		
285	5,014	330	5,459		
286	5,034	331	5,476		
287	5,054	332	5,493		
288	5,074	333	5,510		
289	5,094	334	5,527		
290	5,114	335	5,544		
291	5,134	336	5,561		
292	5,154	337	5,578		
293	5,174	338	5,595		
294	5,194	339	5,612		
295	5,214	340	5,629		
296	5,234	341	5,646		
297	5,254	342	5,663		
298	5,274	343	5,680		
299	5,294	344	5,697		
300	5,314	345	5,714		
301	5,334	346	5,731		
302	5,354	347	5,748		
303	5,374	348	5,765		
304	5,394	349	5,782		
305	5,414	350	5,799		
306	5,434	351	5,816		
307	5,454	352	5,833		
308	5,474	353	5,850		
309	5,494	354	5,867		
310	5,514	355	5,884		
311	5,534	356	5,901		
312	5,554	357	5,918		
313	5,574	358	5,935		
314	5,594	359	5,952		
315	5,614	360	5,969		
316	5,634	361	5,986		
317	5,654	362	5,999		
318	5,674	363	6,012		
319	5,694	364	6,025		
320	5,714	365	6,038		
321	5,734				
322	5,754				
323	5,774				
324	5,794				
325	5,814				
326	5,834				
327	5,854				
328	5,874				
329	5,894				
330	5,914				
331	5,934				
332	5,954				
333	5,974				
334	5,994				
335	6,014				
336	6,034				
337	6,054				
338	6,074				
339	6,094				
340	6,114				
341	6,134				
342	6,154				
343	6,174				
344	6,194				
345	6,214				
346	6,234				
347	6,254				
348	6,274				
349	6,294				
350	6,314				
351	6,334				
352	6,354				
353	6,374				
354	6,394				
355	6,414				
356	6,434				
357	6,454				
358	6,474				
359	6,494				
360	6,514				
361	6,534				
362	6,554				
363	6,574				
364	6,594				
365	6,614				

Freeboards at intermediate lengths of ship shall be obtained by linear interpolation.
Ships above 365 metres in length shall be dealt with by the Administration.

TABLE B

FREEBOARD TABLE FOR TYPE 'B' SHIPS

Length of ship (feet)	Length of ship (feet)	Length of ship (feet)	Length of ship (feet)	Length of ship (feet)	Length of ship (feet)
80	8.0	460	83.1	840	161.2
90	8.9	470	85.6	850	162.8
100	9.8	480	88.1	860	164.3
110	10.8	490	90.6	870	165.9
120	11.9	500	93.1	880	167.4
130	13.0	510	95.6	890	168.9
140	14.2	520	98.1	900	170.4
150	15.5	530	100.6	910	171.8
160	16.9	540	103.0	920	173.3
170	18.3	550	105.4	930	174.7
180	19.8	560	107.7	940	176.1
190	21.3	570	110.0	950	177.5
200	22.9	580	112.3	960	178.9
210	24.7	590	114.6	970	180.3
220	26.6	600	116.8	980	181.7
230	28.5	610	119.0	990	183.1
240	30.4	620	121.1	1,000	184.4
250	32.4	630	123.2	1,010	185.8
260	34.4	640	125.3	1,020	187.2
270	36.5	650	127.3	1,030	188.5
280	38.7	660	129.3	1,040	189.8
290	41.0	670	131.3	1,050	191.0
300	43.3	680	133.3	1,060	192.3
310	45.7	690	135.3	1,070	193.5

Freeboard
of
ship
(feet)
Freeboard
of
ship
(feet)
Freeboard

TABEL B voortgesit.

Lengte van skip (meters)	Vryboord-vermeerdering (milli-meters)	Lengte van skip (meters)	Vryboord-vermeerdering (milli-meters)	Lengte van skip (meters)	Vryboord-vermeerdering (milli-meters)
320	48.2	700	137.1	1,080	194.8
330	50.7	710	139.0	1,090	196.1
340	53.2	720	140.9	1,100	197.3
350	55.7	730	142.7	1,110	198.6
360	58.2	740	144.5	1,120	199.9
370	60.7	750	146.3	1,130	201.2
380	63.2	760	148.1	1,140	202.3
390	65.7	770	149.8	1,150	203.5
400	68.2	780	151.5	1,160	204.6
410	70.7	790	153.2	1,170	205.8
420	73.2	800	154.8	1,180	206.9
430	75.7	810	156.4	1,190	208.1
440	78.2	820	158.0	1,200	209.3
450	80.7	830	159.6		

Vryboord by tussenliggende skeeps lengtes moet deur lineêre interpolasie verkry word.

Skepe wat langer as 1,200 voet is, is onderworpe aan beslissing deur die Administrasie.

REGULASIE 29

Korreksie aan vryboord vir skepe met 'n lengte van minder as 100 meter (328 voet)

Die tabulêre vryboord vir 'n skip van tipe 'B' met 'n lengte tussen 24 meter (79 voet) en 100 meter (328 voet) en met 'n ingeslote bobou met 'n effektiewe lengte van tot 35 persent van die lengte van die skip, moet verhoog word met:

$$7.5 (100-L) (0.35-\frac{E}{L}) \text{ millimeters}$$

waarby L = lengte van skip in meters,

E = effektiewe lengte van bobou in meters soos gedefinieer in regulasie 35;

$$\text{of}$$

$$0.09 (328-L) (0.35-\frac{E}{L}) \text{ duim}$$

waarby L = lengte van skip in voet,

E = effektiewe lengte van bobou in voet soos gedefinieer in regulasie 35.

REGULASIE 30

Korreksie vir blokkoeffisiënt

Wanneer die blokkoeffisiënt (C_b) meer as 0.68 is, moet die tabulêre vryboord gespesifiseer in regulasie 28 soos gewysig, indien toepaslik, deur regulasies 27 (8), 27 (10)

en 29, vermenigvuldig word met die faktor $\frac{C_b + 0.68}{1.36}$.

REGULASIE 31

Korreksie vir diepte

(1) Wanneer D meer is as $\frac{L}{15}$, moet die vryboord verhoog

word met $(D-\frac{L}{15})$ R millimeter, waarby R gelyk is aan

$\frac{L}{0.48}$ by lengtes van minder as 120 meter en 250 by lengtes

van 120 meter en meer, of $(D-\frac{L}{15})$ R duim, waarby R

gelyk is aan $\frac{L}{131.2}$ by lengtes van minder as 393.6 voet en

3 by lengtes van 393.6 voet en meer.

TABLE B continued.

Length of ship (metres)	Freeboard (milli-metres)	Length of ship (metres)	Freeboard (milli-metres)	Length of ship (metres)	Freeboard (milli-metres)
320	48.2	700	137.1	1,080	194.8
330	50.7	710	139.0	1,090	196.1
340	53.2	720	140.9	1,100	197.3
350	55.7	730	142.7	1,110	198.6
360	58.2	740	144.5	1,120	199.9
370	60.7	750	146.3	1,130	201.2
380	63.2	760	148.1	1,140	202.3
390	65.7	770	149.8	1,150	203.5
400	68.2	780	151.5	1,160	204.6
410	70.7	790	153.2	1,170	205.8
420	73.2	800	154.8	1,180	206.9
430	75.7	810	156.4	1,190	208.1
440	78.2	820	158.0	1,200	209.3
450	80.7	830	159.6		

Freeboards at intermediate lengths of ship shall be obtained by linear interpolation.

Ships above 1,200 feet in length shall be dealt with by the Administration.

REGULATION 29

Correction to the Freeboard for Ships under 100 metres (328 feet) in length

The tabular freeboard for a Type 'B' ship of between 24 metres (79 feet) and 100 metres (328 feet) in length having enclosed superstructures with an effective length of up to 35 per cent of the length of the ship shall be increased by:

$$7.5 (100-L) (0.35-\frac{E}{L}) \text{ millimetres}$$

where L = length of ship in metres,

E = effective length of superstructure in metres as defined in Regulation 35;

or

$$0.09 (328-L) (0.35-\frac{E}{L}) \text{ inches}$$

where L = length of ship in feet

E = effective length of superstructure in feet as defined in Regulation 35.

REGULATION 30

Correction for Block Coefficient

Where the block coefficient (C_b) exceeds 0.68, the tabular freeboard specified in Regulation 28 as modified, if applicable, by Regulations 27 (8), 27 (10) and 29 shall be multiplied by the factor $\frac{C_b + 0.68}{1.36}$.

REGULATION 31

Correction for Depth

(1) Where D exceeds $\frac{L}{15}$ the freeboard shall be increased

by $(D-\frac{L}{15})$ R millimetres where R is $\frac{L}{0.48}$ at lengths less

than 120 metres and 250 at 120 metres length and above, or

$(D-\frac{L}{15})$ R inches, where R is $\frac{L}{131.2}$ at lengths less than

393.6 feet and 3 at 393.6 feet length and above.

(2) Wanneer D minder as $\frac{L}{15}$ is, moet geen vermin-

dering gemaak word nie, behalwe in die geval van 'n skip met 'n ingeslote bobou wat minstens 0.6 L mid-skeeps beslaan, met 'n volledige skag, of 'n kombinasie van losstaande ingeslote boboue en skagte wat oor die hele voor- en agterkant strek; in so 'n geval moet die vryboord verminder word soos in paragraaf (1) van hierdie regulasie voorgeskryf.

(3) Wanneer die hoogte van 'n bobou of skag minder is as die standaardhoogte, moet die vermindering gemaak word volgens die verhouding van die werklike hoogte tot die standaardhoogte soos in regulasie 33 gedefinieer.

REGULASIE 32

Korreksie vir Posisie van Deklyn

Wanneer die werklike diepte na die bokant van die deklyn groter of kleiner as D is, moet die verskil tussen die dieptes by die vryboord gevoeg of afgetrek word.

REGULASIE 33

Standaardhoogte van bobou

Die standaardhoogte van 'n bobou moet wees soos in onderstaande tabel aangetoon:

Standaardhoogte (in meters)

L (meters)	Verhoogde agterdek	Alle ander boboue
30 of minder	0.90	1.80
75	1.20	1.80
125 of meer	1.80	2.30

Standaardhoogte (in voet)

L (voet)	Verhoogde agterdek	Alle ander boboue
98.5 of minder	3.0	5.9
246	3.9	5.9
410 of meer	5.9	7.5

Die standaardhoogtes by tussenliggende lengtes van die skip, moet deur lineêre interpolasie verkry word.

REGULASIE 34

Lengte van bobou

(1) Behalwe soos in paragraaf (2) van hierdie Regulasie bepaal, is die lengte van 'n bobou (S) die gemiddelde lengte van die dele van die bobou wat binne die lengte (L) lê.

(2) Waar die eindbeskot van 'n ingeslote bobou in die vaar van 'n skoon konvekse kromme uitsteek verby sy snylyn met die sykant van die bobou, mag die lengte van die bobou vermeerder word op die basis van 'n ekwivalente plat beskot. Hierdie vermeerdering moet twee derdes van die voor- en agteromvang van die kromming wees. Die maksimum kromming wat in aanmerking geneem mag word by die bepaling van hierdie vermeerdering is die helfte van die breedte van die bobou by die snypunt van die krom ent van die bobou en die snykant.

REGULASIE 35

Effektiewe lengte van bobou

(1) Behalwe soos in paragraaf (2) van hierdie regulasie bepaal, is die effektiewe lengte (E) van 'n ingeslote bobou van standaardhoogte sy lengte.

(2) Where D is less than $\frac{L}{15}$ no reduction shall be made

except in a ship with an enclosed superstructure covering at least 0.6 L amidships, with a complete trunk, or combination of detached enclosed superstructures and trunks which extend all fore and aft, where the freeboard shall be reduced at the rate prescribed in paragraph (1) of this Regulation.

(3) Where the height of superstructure or trunk is less than the standard height, the reduction shall be in the ratio of the actual to the standard height as defined in Regulation 33.

REGULATION 32

Correction for position of deck line

Where the actual depth to the upper edge of the deck line is greater or less than D, the difference between the depths shall be added to or deducted from the freeboard.

REGULATION 33

Standard Height of Superstructure

The standard height of a superstructure shall be as given in the following table:

Standard height (in metres)

L (metres)	Raised Quarter Deck	All other Superstructures
30 or less	0.90	1.80
75	1.20	1.80
125 or more	1.80	2.30

Standard height (in feet)

L (feet)	Raised Quarter Deck	All Other Superstructures
98.5 or less	3.0	5.9
246	3.9	5.9
410 or more	5.9	7.5

The standard heights at intermediate lengths of the ship shall be obtained by linear interpolation.

REGULATION 34

Length of Superstructure

(1) Except as provided in paragraph (2) of this Regulation, the length of a superstructure (S) shall be the mean length of the parts of the superstructure which lie within the length (L).

(2) Where the end bulkhead of an enclosed superstructure extends in a fair convex curve beyond its intersection with the superstructure sides, the length of the superstructure may be increased on the basis of an equivalent plane bulkhead. This increase shall be two-thirds of the fore and aft extent of the curvature. The maximum curvature which may be taken into account in determining this increase is one-half the breadth of the superstructure at the point of intersection of the curved end of the superstructure with its side.

REGULATION 35

Effective Length of Superstructure

(1) Except as provided for in paragraph (2) of this Regulation, the effective length (E) of an enclosed superstructure of standard height shall be its length.

(2) In alle gevalle waar 'n ingeslote bobou van standaardhoogte inspring van die kante van die skip soos deur regulasie 3 (10) toegelaat, is die effektiewe lengte die lengte gewysig deur die verhouding van b/B_s , waarby

„b” die breedte is van die bobou halfpad sy lengte, en „ B_s ” die breedte van die skip is halfpad die lengte van die bobou.

Wanneer 'n bobou slegs oor 'n gedeelte van sy lengte inspring, word hierdie wysiging slegs op die inspringende deel toegepas.

(3) Waar die hoogte van 'n ingeslote bobou minder as die standaardhoogte is, is die effektiewe lengte sy lengte verminder in die verhouding van die werklike hoogte tot die standaardhoogte. Wanneer die hoogte die standaard oorskry, word die effektiewe lengte van die bobou nie vermeerder nie.

(4) Die effektiewe lengte van 'n verhoogde agterdek, indien van 'n intakte voorbeskot voorsien, is sy lengte tot op 'n maksimum van 0.6 L. Wanneer die beskot nie intak is nie, moet die verhoogde agterdek as 'n kampanje van minder as standaardhoogte beskou word.

(5) 'n Bobou wat nie ingeslote is nie, het geen effektiewe lengte nie.

REGULASIE 36

Skagte

(1) 'n Skag of soortgelyke konstruksie wat nie van die een kant van die skip tot die ander strek nie, word as doeltreffend beskou mits—

(a) die skag minstens net so sterk as die bobou is;

(b) die luikopenings in die skagdek is en die luikhoogtes en luike aan die vereistes van regulasie 13 tot en met 16 voldoen, en die breedte van die stringerplaat van die skagdek 'n bevredigende loopbrug en toereikende dwarsskepe styfheid verseker. Klein toegangsopenings met waterdigte deksels mag egter in die vryboorddek toegelaat word;

(c) die skagdek of losstaande skagte wat deur middel van doeltreffende blywende loopbrûe met die bobou verbind is, voorsien is van 'n blywende begaanbare platform voor en agter met relingwerk toegerus;

(d) lugkokers deur die skag, met waterdigte deksels of 'n ander gelykwaardige middel beskerm is;

(e) naas die skag op die gedeeltes van die vryboorddek wat aan wind en weer blootgestel is, oop relingwerk oor minstens die helfte van hul lengte aanbring is;

(f) die masjienuitruimskagte deur die skag, 'n bobou van minstens standaardhoogte, of 'n dekhuis van dieselfde hoogte en gelyke sterkte, beskerm is;

(g) die breedte van die skag minstens gelyk is aan 60 persent van die breedte van die skip;

(h) wanneer daar geen bobou is nie, die lengte van die skag minstens 0.6 L is.

(2) Die volle lengte van 'n doeltreffende skag verminder in die verhouding van sy gemiddelde breedte tot B, is sy effektiewe lengte.

(3) Die standaardhoogte van 'n skag is gelyk aan die standaardhoogte van 'n ander bobou as 'n verhoogde agterdek.

(4) Wanneer die hoogte van 'n skag minder as die standaardhoogte is, word sy effektiewe lengte in die verhouding van die werklike hoogte tot die standaardhoogte verminder. Wanneer die hoogte van luikhoofde op die skagdek minder is as dié ingevolge regulasie 15 (1) vereis, word die werklike hoogte van die skag met 'n hoeveelheid verminder wat ooreenkom met die verskil tussen die werklike hoogte van die luikhoofde en sy vereiste hoogte.

(2) In all cases where an enclosed superstructure of standard height is set in from the sides of the ship as permitted in Regulation 3 (10), the effective length shall be the length modified by the ratio of b/B_s , where

“b” is the breadth of the superstructure at the middle of its length; and

“ B_s ” is the breadth of the ship at the middle of the length of the superstructure.

Where a superstructure is set in for a part of its length, this modification shall be applied only to the set in part.

(3) Where the height of an enclosed superstructure is less than the standard height, the effective length shall be its length reduced in the ratio of the actual height to the standard height. Where the height exceeds the standard, no increase shall be made to the effective length of the superstructure.

(4) The effective length of a raised quarter deck, if fitted with an intact front bulkhead, shall be its length up to a maximum of 0.6 L. Where the bulkhead is not intact, the raised quarter deck shall be treated as a poop of less than standard height.

(5) Superstructures which are not enclosed shall have no effective length.

REGULATION 36

Trunks

(1) A trunk or similar structure which does not extend to the sides of the ship shall be regarded as efficient on the following conditions—

(a) the trunk is at least as strong as a superstructure;

(b) the hatchways are in the trunk deck, and the hatchway coamings and covers comply with the requirements of Regulations 13 to 16 inclusive and the width of the trunk deck stringer provides a satisfactory gangway and sufficient lateral stiffness. However, small access openings with watertight covers may be permitted in the freeboard deck;

(c) a permanent working platform fore and aft fitted with guard rails is provided by the trunk deck, or by detached trunks connected to superstructures by efficient permanent gangways;

(d) ventilators are protected by the trunk, by watertight covers or by other equivalent means;

(e) open rails are fitted on the weather parts of the freeboard deck in way of the trunk for at least half their length;

(f) the machinery casings are protected by the trunk, by a superstructure of at least standard height, or by a deckhouse of the same height and of equivalent strength;

(g) the breadth of the trunk is at least 60 per cent of the breadth of the ship; and

(h) where there is no superstructure, the length of the trunk is at least 0.6 L.

(2) The full length of an efficient trunk reduced in the ratio of its mean breadth to B shall be its effective length.

(3) The standard height of a trunk is the standard height of a superstructure other than a raised quarter deck.

(4) Where the height of a trunk is less than the standard height, its effective length shall be reduced in the ratio of the actual to the standard height. Where the height of hatchway coamings on the trunk deck is less than that required under Regulation 15 (1), a reduction from the actual height of trunk shall be made which corresponds to the difference between the actual and the required height of coaming.

REGULASIE 37

Aftrekking vir Bobou en Skag

(1) Waar die effektiewe lengte van 'n bobou en skag 1.0 L is, moet 350 millimeter by 'n skepslengte van 24 meter afgetrek word, of 60 millimeter by 'n skepslengte van 85 meter, en 1,070 millimeter by 'n lengte van 122 meter en meer (14 duim by 'n skepslengte van 79 voet, 34 duim by 'n lengte van 279 voet, en 42 duim by 'n lengte van 400 voet en meer); aftrekkings by tussenliggende lengtes moet deur lineêre interpolasie verkry word.

(2) Waar die totale effektiewe lengte van bobou en skag minder as 1.0 L is, moet die aftrekking 'n persentasie beloop wat uit een van onderstaande Tabelle verkry word:

PERSENTASIE AFTREKKING VIR SKEPE VAN TÍPE 'A'

Persentasie aftrekking vir alle boboutipes	Totale effektiewe lengte van bobou en skag.										
	0	0.1 L	0.2 L	0.3 L	0.4 L	0.5 L	0.6 L	0.7 L	0.8 L	0.9 L	1.0 L
	0	7	14	21	31	41	52	63	75.3	87.7	100

Persentasies by tussenliggende lengtes moet deur lineêre interpolasie verkry word.

PERSENTASIE AFTREKKING VIR SKEPE VAN TÍPE 'B'

Skepe sonder bak en sonder vrystaande brug	Totale effektiewe lengte van bobou en skag.											
	Lyn	0	0.1 L	0.2 L	0.3 L	0.4 L	0.5 L	0.6 L	0.7 L	0.8 L	0.9 L	1.0 L
	I	0	5	10	15	23.5	32	46	63	75.3	87.7	100
Skepe met 'n bak en vrystaande brug.	II	0	6.3	12.7	19	27.5	36	46	63	75.3	87.7	100

Persentasies by tussenliggende lengtes van bobou moet deur lineêre interpolasie verkry word.

PERCENTAGE OF DEDUCTION FOR TYPE 'A' SHIPS

Percentage of deduction for all types of superstructures	Total Effective Length of Superstructures and Trunks										
	0	0.1 L	0.2 L	0.3 L	0.4 L	0.5 L	0.6 L	0.7 L	0.8 L	0.9 L	1.0 L
	0	7	14	21	31	41	52	63	75.3	87.7	100

Percentages at intermediate lengths of superstructures shall be obtained by linear interpolation.

PERCENTAGE OF DEDUCTION FOR TYPE 'B' SHIPS

Ships with forecastle and without detached bridge.	Total Effective Length of Superstructures and Trunks											
	Line	0	0.1 L	0.2 L	0.3 L	0.4 L	0.5 L	0.6 L	0.7 L	0.8 L	0.9 L	1.0 L
	I	0	5	10	15	23.5	32	46	63	75.3	87.7	100
Ships with forecastle and detached bridge	II	0	6.3	12.7	19	27.5	36	46	63	75.3	87.7	100

Percentages at intermediate lengths of superstructures shall be obtained by linear interpolation.

(3) Vir skepe van tipe „B”:

- (a) Wanneer die effektiewe lengte van 'n brug minder as 0.2 L is, moet die persentasies verkry word deur lineêre interpolasie tussen lyn I en II.
- (b) Wanneer die effektiewe lengte van 'n bak meer as 0.4 L is, moet die persentasies van lyn II verkry word.

(3) For ships of Type „B”:

- (a) Where the effective length of a bridge is less than 0.2 L, the percentages shall be obtained by linear interpolation between lines I and II.
- (b) Where the effective length of a forecastle is more than 0.4 L, the percentages shall be obtained from line II.

- (c) Wanneer die effektiewe lengte van 'n bak minder as 0.07 L is, moet bovermelde persentasies verminder word met:

$$5 \times \frac{(0.07 L - f)}{0.07 L}$$

waarby f die effektiewe lengte van die bak is.

REGULASIE 38

Seeg

Algemeen

(1) Die seeg word aan die sykant gemeet vanaf die dek tot 'n verwysingslyn wat midskeeps parallel aan die kiel deur die seeglyn getrek is.

(2) In die geval van skepe wat met 'n valling van die kiel ontwerp is, word die seeg gemeet in verhouding tot 'n verwysingslyn wat parallel aan die ontwerpplasyln getrek is.

(3) In die geval van gladdekskepe en skepe met vrystaande bobou, word die seeg by die vryboorddek gemeet.

(4) In die geval van skepe waarvan die bokant 'n buitengewone vorm het en waarby 'n terugwyking of verspringing in die bokant voorkom, word die seeg beskou in verhouding tot die gelykwaardige holte midskeeps.

(5) In die geval van skepe van standaardhoogte oor die hele lengte van die vryboorddek, word die seeg op die boboudek gemeet. Wanneer die hoogte die standaard oorskry, word die kleinste verskil (Z) tussen die werklike en die standaardhoogte by elke eindordinaat gevoeg. Insgeelyks moet die tussenliggende ordinate op afstande van $\frac{1}{6} L$ en $\frac{1}{3} L$ van elke loodregte lyn, vermeerder word met 0.444 Z en 0.111 Z.

(6) Wanneer die dek van 'n ingeslote bobou minstens dieselfde seeg het as die blootgestelde vryboorddek, word die seeg van die ingeslote gedeelte van die vryboorddek nie in aanmerking geneem nie.

(7) Wanneer 'n ingeslote kampanje of bak van standaardhoogte is met 'n groter seeg as dié van die vryboorddek, of wanneer dit hoër as die standaard is, word 'n bedrag by die seeg van die vryboorddek gevoeg, soos in paragraaf (12) van hierdie regulasie bepaal.

Standaardseeglyn

(8) Die ordinate van die standaardseeglyn word in onderstaande tabel aangegee.

Standaardseeglyn
(waar L die lengte in meters is)

	Plek waar gemeet word	Ordinaat (in millimeters)	Faktor
Agterste helfte	Agterste Loodlyn	$25 \left(\frac{L}{3} + 10 \right)$	1
	$\frac{1}{6} L$ van A.L.	$11 \cdot 1 \left(\frac{L}{3} + 10 \right)$	3
	$\frac{1}{3} L$ van A.L.	$28 \left(\frac{L}{3} + 10 \right)$	3
	Midskeeps	0	1
Voorste helfte	Midskeeps	0	1
	$\frac{1}{3} L$ van V.L.	$5 \cdot 6 \left(\frac{L}{3} + 10 \right)$	3
	$\frac{1}{6} L$ van V.L.	$22 \cdot 2 \left(\frac{L}{3} + 10 \right)$	3
	Voorste Loodlyn	$50 \left(\frac{L}{3} + 10 \right)$	1

- (c) Where the effective length of a forecastle is less than 0.07 L, the above percentages shall be reduced by:

$$5 \times \frac{(0.07 L - f)}{0.07 L}$$

where f is the effective length of the forecastle.

REGULATION 38

Sheer

General

(1) The sheer shall be measured from the deck at side to a line of reference drawn parallel to the keel through the sheer line at amidships.

(2) In ships designed with a rake of keel, the sheer shall be measured in relation to a reference line drawn parallel to the design load water line.

(3) In flush deck ships and in ships with detached superstructures the sheer shall be measured at the freeboard deck.

(4) In ships with topsides of unusual form in which there is a step or break in the topsides, the sheer shall be considered in relation to the equivalent depth amidships.

(5) In ships with a superstructure of standard height which extends over the whole length of the freeboard deck, the sheer shall be measured at the superstructure deck. Where the height exceeds the standard the least difference (Z) between the actual and standard heights shall be added to each end ordinate. Similarly, the intermediate ordinates at distances of $\frac{1}{6} L$ and $\frac{1}{3} L$ from each perpendicular shall be increased by 0.444 Z and 0.111 Z respectively.

(6) Where the deck of an enclosed superstructure has at least the same sheer as the exposed freeboard deck, the sheer of the enclosed portion of the freeboard deck shall not be taken into account.

(7) Where an enclosed poop or forecastle is of standard height with greater sheer than that of the freeboard deck, or is of more than standard height, an addition to the sheer of the freeboard deck shall be made as provided in paragraph (12) of this Regulation.

Standard Sheer Profile

(8) The ordinates of the standard sheer profile are given in the following table.

Standard Sheer Profile
(Where L is in metres)

	Station	Ordinate (in millimetres)	Factor
After half	After Perpendicular	$25 \left(\frac{L}{3} + 10 \right)$	1
	$\frac{1}{6} L$ from A.P.	$11 \cdot 1 \left(\frac{L}{3} + 10 \right)$	3
	$\frac{1}{3} L$ from A.P.	$28 \left(\frac{L}{3} + 10 \right)$	3
	Amidships	0	1
Forward half	Amidships	0	1
	$\frac{1}{3} L$ from F.P.	$5 \cdot 6 \left(\frac{L}{3} + 10 \right)$	3
	$\frac{1}{6} L$ from F.P.	$22 \cdot 2 \left(\frac{L}{3} + 10 \right)$	3
	Forward Perpendicular	$50 \left(\frac{L}{3} + 10 \right)$	1

Standaardseeglyn
(waar L die lengte in voet is)

	Plek waar gemeet word	Ordinaat (in duim)	Faktor
Agterste helfte	Agterste Loodlyn	0.1 L+10	1
	1/6 L van A.L.	0.0444 L+4.44	3
	1/3 L van A.L.	0.0111 L+1.11	3
	Midskeeps	0	1
Voorste helfte	Midskeeps	0	1
	1/3 L van V.L.	0.0222 L+2.22	3
	1/6 L van V.L.	0.0888 L+8.88	3
	Voorste Loodlyn	0.2 L+20	1

Meting van afwykings van die standaardseeg

(9) Wanneer die seeglyn nie met die standaard saamval nie, word die vier ordinate van elke lyn in die voorste of agterste helfte vermenigvuldig met die toepaslike faktore in die ordinatetabel aangegee. Die verskil tussen die somme van die onderskeie produkte en dié van die standaard gedeel deur 8, gee die seegtekort of -oormaat in die voorste en agterste helfte aan. Die rekenkundige gemiddelde van die oormaat of tekort in die voorste en agterste helfte gee die seegoormaat of -tekort aan.

(10) Wanneer die agterste helfte van die seeglyn groter as die standaard is, en die voorste helfte kleiner as die standaard, word die oormaat nie in aanmerking geneem nie, en slegs die tekort gemeet.

(11) Wanneer die voorste helfte van die seeglyn die standaard oorskry, en die agterste gedeelte van die seeglyn minstens gelyk is aan 75 persent van die standaard, word die oormaat in aanmerking geneem; wanneer die agterste gedeelte minder as 50 persent van die standaard is, word geen rekening gehou met die voorste seegoormaat nie. Wanneer die agterste seeg tussen 50 persent en 75 persent van die standaard lê, kan 'n tussenliggende korreksie vir die voorste seegoormaat toegestaan word.

(12) Wanneer 'n seegkrediet vir 'n kampanje of bak toegelaat word, word onderstaande formule gebruik:

$$s = \frac{y L'}{3 L}$$

waarby s = die seegkrediet wat van die seegtekort afgetrek of by die oormaat bygevoeg moet word,

y = die verskil tussen die werklike en die standaardhoogte van die bobou aan die eindpunt van die seeg,

L' = die gemiddelde ingeslote lengte van die kampanje of die bak tot 'n maksimum lengte van 0.5 L,

L = die lengte van die skip soos in regulasie 3 (1) van hierdie Aanhangsel gedefinieer.

Bostaande formule gee 'n kromme wat die vorm het van 'n parabooltangens op die werklike seegkromme by die vryboorddek en die entordinaat sny by 'n punt onder die boboudek op 'n afstand gelyk aan die standaardhoogte van 'n bobou. Die boboudek mag nêrens minder as standaardhoogte bo hierdie kurwe wees nie. Hierdie kromme word gebruik om die seeglyn vir die voorste en die agterste helfte van die skip te bepaal.

Korreksie vir afwykings van standaardseeglyn

(13) Die korreksie vir seeg is die seegtekort of -oormaat (sien paragrawe (9) tot en met (11) van hierdie regulasie) vermenigvuldig met

$$0.75 - \frac{S}{2L}$$

waarby S die totale lengte van ingeslote boboue is.

Byvoeging vir seegtekort

(14) Wanneer die seeg minder as die standaard is, word die korreksie vir seegtekort (sien paragraaf (13) van hierdie regulasie) by die vryboord gevoeg.

Standard Sheer Profile
(Where L is in feet)

	Station	Ordinate (in inches)	Faktor
After half	After Perpendicular	0.1 L+10	1
	1/6 L from A.P.	0.0444 L+4.44	3
	1/3 L from A.P.	0.0111 L+1.11	3
	Amidships	0	1
Forward half	Amidships	0	1
	1/3 L from F.P.	0.0222 L+2.22	3
	1/6 L from F.P.	0.0888 L+8.88	3
	Forward Perpendicular	0.2 L+20	1

Measurement of Variation from Standard Sheer Profile

(9) Where the sheer profile differs from the standard, the four ordinates of each profile in the forward or after half shall be multiplied by the appropriate factors given in the Table of ordinates. The difference between the sums of the respective products and those of the standard divided by 8 measures the deficiency or excess of sheer in the forward or after half. The arithmetical mean of the excess or deficiency in the forward and after halves measures the excess or deficiency of sheer.

(10) Where the after half of the sheer profile is greater than the standard and the forward half is less than the standard, no credit shall be allowed for the part in excess and deficiency only shall be measured.

(11) Where the forward half of the sheer profile exceeds the standard, and the after portion of the sheer profile is not less than 75 per cent of the standard, credit shall be allowed for the part in excess; where the after part is less than 50 per cent of the standard no credit shall be given for the excess sheer forward. Where the after sheer is between 50 per cent and 75 per cent of the standard, intermediate allowances may be granted for excess sheer forward.

(12) Where sheer credit is given for a poop or forecastle the following formula shall be used:

$$s = \frac{y L'}{3 L}$$

where s = sheer credit, to be deducted from the deficiency or added to the excess of sheer,

y = difference between actual and standard height of superstructure at the end of sheer,

L' = mean enclosed length of poop or forecastle up to a maximum length of 0.5 L,

L = length of ship as defined in Regulation 3 (1) of this Annex.

The above formula provides a curve in the form of a parabola tangent to the actual sheer curve at the freeboard deck and intersecting the end ordinate at a point below the superstructure deck a distance equal to the standard height of a superstructure. The superstructure deck shall not be less than standard height above this curve at any point. This curve shall be used in determining the sheer profile for forward and after halves of the ship.

Correction for Variations from Standard Sheer Profile

(13) The correction for sheer shall be the deficiency or excess of sheer (see paragraphs (9) to (11) inclusive of this Regulation), multiplied by

$$0.75 - \frac{S}{2L}$$

where S is the total length of enclosed superstructures.

Addition for Deficiency in Sheer

(14) Where the sheer is less than the standard, the correction for deficiency in sheer (see paragraph (13) of this Regulation) shall be added to the freeboard.

Aftrekking vir seegoormaat

(15) In die geval van skepe waarvan 'n ingeslote bobou 0.1 L voor en 0.1 L agter die middel van die skip beslaan, word die korreksie vir seegoormaat, soos ooreenkomstig die bepalings van paragraaf (13) van hierdie regulasie bereken, van die vryboord afgetrek; in die geval van skepe wat geen ingeslote bobou midskeeps het nie, word niks van die vryboord afgetrek nie; wanneer 'n ingeslote bobou minder as 0.1 L voor en 0.1 L agter die middel van die skip beslaan, word die aftrekking deur lineêre interpolasie verkry. Die maksimum aftrekking vir seegoormaat is 125 millimeter per 100 meter lengte ($1\frac{1}{2}$ duim per 100 voet lengte).

REGULASIE 39

Minimum boeghoogte

(1) Die boeghoogte wat gedefinieer word as die vertikale afstand by die voorste loodlyn tussen die waterlyn wat ooreenstem met die toegewese somervryboord en die ontwerpde stuurlas, en die bokant van die blootgestelde dek aan die sykant, mag nie minder as die volgende wees nie—

vir skepe met 'n lengte van minder as 250 meter

$$56 L \left(1 - \frac{L}{1.36}\right) \frac{1}{500 C_b + 0.68} \text{ millimeter,}$$

vir skepe met 'n lengte van 250 meter en meer

$$7,000 \frac{1}{C_b + 0.68} \text{ millimeter,}$$

waarby L die lengte van die skip in meters is,
C_b die blokkoeffisiënt wat as minstens 0.68 geneem moet word

of

vir skepe met 'n lengte van minder as 820 voet,

$$0.672 L \left(1 - \frac{L}{1.36}\right) \frac{1}{1,640 C_b + 0.68} \text{ duim,}$$

vir skepe met 'n lengte van 820 voet en meer,

$$275.6 \frac{1}{C_b + 0.68} \text{ duim,}$$

waarby L die lengte van die skip in voet is,
C_b die blokkoeffisiënt wat as minstens 0.68 geneem moet word.

(2) Wanneer die boeghoogte volgens paragraaf (1) van hierdie regulasie vereis, deur middel van seeg verkry word, moet die seeg minstens oor 15 persent van die lengte van die skip vanaf die voorste loodlyn gemeet strek. Wanneer dit verkry word deur 'n bobou aan te bring, moet so 'n bobou van die voorstewe tot 'n punt op minstens 0.07 L agter die voorste loodlyn strek en aan onderstaande vereistes voldoen:

(a) in die geval van skepe met 'n lengte van hoogstens 100 meter (328 voet), moet dit ingeslote wees soos gedefinieer in regulasie 3 (10), en

(b) in die geval van skepe met 'n lengte van meer as 100 meter (328 voet) behoef dit nie aan regulasie 3 (10) te voldoen nie, maar moet van sluitinrigtings voorsien wees tot tevreedenheid van die Administrasie.

(3) Aan skepe wat, om by buitengewone werkvereistes aan te pas, nie aan die vereistes van paragrafe (1) en (2) van hierdie regulasie kan voldoen nie, mag die Administrasie spesiale oorweging skenk.

REGULASIE 40

*Minimum Vryboorde**Somervryboord*

(1) Die minimum vryboord in die somer, is die vryboord verkry uit die Tabele in regulasie 28, soos gewysig

Deduction for Excess Sheer

(15) In ships where an enclosed superstructure covers 0.1 L before and 0.1 L abaft amidships, the correction for excess of sheer as calculated under the provisions of paragraph (13) of this Regulation shall be deducted from the freeboard; in ships where no enclosed superstructure covers amidships, no deduction shall be made from the freeboard; where an enclosed superstructure covers less than 0.1 L before and 0.1 L abaft amidships, the deduction shall be obtained by linear interpolation. The maximum deduction for excess sheer shall be at the rate of 125 millimetres per 100 metres of length ($1\frac{1}{2}$ inches per 100 feet of length).

REGULATION 39

Minimum bow height

(1) The bow height defined as the vertical distance at the forward perpendicular between the waterline corresponding to the assigned summer freeboard and the designed trim and the top of the exposed deck at side shall be not less than—

for ships below 250 metres in length,

$$56 L \left(1 - \frac{L}{1.36}\right) \frac{1}{500 C_b + 0.68} \text{ millimetres;}$$

for ships of 250 metres and above in length,

$$7,000 \frac{1}{C_b + 0.68} \text{ millimetres;}$$

where L is the length of the ship in metres,

C_b is the block coefficient which is to be taken as not less than 0.68

or,

for ships below 820 feet in length,

$$0.672 L \left(1 - \frac{L}{1.36}\right) \frac{1}{1,640 C_b + 0.68} \text{ inches;}$$

for ships of 820 feet and above in length,

$$275.6 \frac{1}{C_b + 0.68} \text{ inches;}$$

where L is the length of the ship in feet,

C_b is the block coefficient which is to be taken as not less than 0.68.

(2) Where the bow height required in paragraph (1) of this Regulation is obtained by sheer, the sheer shall extend for at least 15 per cent of the length of the ship measured from the forward perpendicular. Where it is obtained by fitting a superstructure, such superstructure shall extend from the stem to a point at least 0.07 L abaft the forward perpendicular, and it shall comply with the following requirements—

(a) for ships not over 100 metres (328 feet) in length it shall be enclosed as defined in Regulation 3 (10), and

(b) for ships over 100 metres (328 feet) in length it need not comply with Regulation 3 (10) but shall be fitted with closing appliances to the satisfaction of the Administration.

(3) Ships which, to suit exceptional operational requirements, cannot meet the requirements of paragraphs (1) and (2) of this Regulation may be given special consideration by the Administration.

REGULATION 40

*Minimum Freeboards**Summer Freeboard*

(1) The minimum freeboard in summer shall be the freeboard derived from the Tables in Regulation 28 as

deur die korreksies in regulasie 27, waar toepaslik, 29, 30, 31, 32, 37, 38 en, indien van toepassing, 39.

(2) Die vryboord in soutwater, soos bereken volgens paragraaf (1) van hierdie regulasie, maar sonder die korreksie vir deklyn, soos in regulasie 32 bepaal, moet minstens 50 millimeter (2 duim) wees. In die geval van skepe wat in posisie 1 luikopenings met luike het wat nie aan die vereistes van regulasie 15 (7), 16 of 26 voldoen nie, moet die vryboord minstens 150 millimeter (6 duim) wees.

Tropiese vryboord

(3) Die minimum vryboord in die tropiese vaargebied word verkry deur een ag-en-veertigste van die somerdiepgang, gemeet van die bokant van die kiel tot die middelpunt van die sirkel van die laslynmer, af te trek van die somervryboord.

(4) Die vryboord in soutwater bereken volgens paragraaf (1) van hierdie regulasie, maar sonder die korreksie vir deklyn, soos in regulasie 32 bepaal moet minstens 50 millimeter (2 duim) wees. In die geval van skepe wat in posisie 1 luikopenings met luike het wat nie aan die vereistes van regulasie 15 (7), 16 of 26 voldoen nie, moet die vryboord minstens 150 millimeter (6 duim) wees.

Wintervryboord

(5) Die minimum vryboord in die winter is die vryboord verkry deur een ag-en-veertigste van die somerdiepgang gemeet van die bokant van die kiel tot die middelpunt van die sirkel van die laslynmerk, by die somervryboord by te reken.

Wintervryboord in die Noord-Atlantiese Oseaan

(6) Die minimum vryboord vir skepe met 'n lengte van hoogstens 100 meter (328 voet) wat enige deel van die Noord-Atlantiese oseaan soos gedefinieer in Regulasie 52 (Aanhangsel II) gedurende die winterseisoen binnevaar, is die wintervryboord plus 50 millimeter (2 duim). Vir ander skepe is die wintervryboord in die Noord-Atlantiese oseaan, die wintervryboord.

Vryboord in Soetwater

(7) Die minimum vryboord in soetwater met 'n soortlike gewig gelyk aan 1, word verkry deur die volgende van die minimum vryboord in soutwater af te trek—

$$\frac{\Delta}{40 T} \text{ sentimeter (duim)}$$

waarby Δ = die waterverplasing in soutwater in tonne by die somerlaslyn,

T = tonne per sentimeter (duim) indompeling in soutwater by die somerlaslyn.

(8) Wanneer die waterverplasing by die somerlaslyn nie vasgestel kan word nie, moet die aftrekking een ag-en-veertigste van die somerdiepgang wees gemeet van die bokant van die kiel tot die middelpunt van die sirkel van die laslynmerk.

HOOFSTUK IV—SPESIALE VEREISTES VIR SKEPE WAARAAN 'N VRYBOORD VIR DIE HOUTVAART TOEGEWYS IS

REGULASIE 41

Toepassing van hierdie hoofstuk

Regulasies 42 tot en met 45 is slegs van toepassing op skepe waaraan 'n vryboord vir die houtvaart toegewys is.

REGULASIE 42

Woordomskrywings

(1) Deklading hout. Die uitdrukking „deklading hout” beteken 'n lading hout wat op 'n onoordekte deel van 'n vryboord- of boboudek vervoer word. Die uitdrukking omvat nie houtpulp of 'n dergelike lading nie.

modified by the corrections in Regulations 27, as applicable, 29, 30, 31, 32, 37, 38 and, if applicable, 39.

(2) The freeboard in salt water as calculated in accordance with paragraph (1) of this Regulation, but without the correction for deck line, as provided by Regulation 32, shall not be less than 50 millimetres (2 inches). For ships having in position 1 hatchways with covers which do not comply with the requirements of Regulations 15 (7), 16 or 26, the freeboard shall be not less than 150 millimetres (6 inches).

Tropical Freeboard

(3) The minimum freeboard in the Tropical Zone shall be the freeboard obtained by a deduction from the summer freeboard of one forty-eighth of the summer draught measured from the top of the keel to the centre of the ring of the load line mark.

(4) The freeboard in salt water, as calculated in accordance with paragraph (1) of this Regulation, but without the correction for deck line, as provided by Regulation 32, shall not be less than 50 millimetres (2 inches). For ships having in position 1 hatchways with covers which do not comply with the requirements of Regulations 15 (7), 16 or 26, the freeboard shall be not less than 150 millimetres (6 inches).

Winter Freeboard

(5) The minimum freeboard in winter shall be the freeboard obtained by an addition to the summer freeboard of one forty-eighth of summer draught, measured from the top of the keel to the centre of the ring of the load line mark.

Winter North Atlantic Freeboard

(6) The minimum freeboard for ships of not more than 100 metres (328 feet) in length, which enter any part of the North Atlantic defined in Regulation 52 (Annex II) during the winter seasonal period, shall be the winter freeboard plus 50 millimetres (2 inches). For other ships, the Winter North Atlantic Freeboard shall be the winter freeboard.

Fresh Water Freeboard

(7) The minimum freeboard in fresh water of unit density shall be obtained by deducting from the minimum freeboard in salt water—

$$\frac{\Delta}{40 T} \text{ centimetres (inches)}$$

where Δ = displacement in salt water in tons at the summer load water line,

T = tons per centimetre (inch) immersion in salt water at the summer load water line.

(8) Where the displacement at the summer load water line cannot be certified, the deduction shall be one forty-eighth of summer draught, measured from the top of the keel to the centre of the ring of the load line mark.

CHAPTER IV—SPECIAL REQUIREMENTS FOR SHIPS ASSIGNED TIMBER FREEBOARDS

REGULATION 41

Application of this Chapter

Regulations 42 to 45 inclusive apply only to ships to which timber load lines are assigned.

REGULATION 42

Definitions

(1) Timber Deck Cargo. The term “timber deck cargo” means a cargo of timber carried on an uncovered part of a freeboard or superstructure deck. The term does not include wood pulp or similar cargo.

(2) Houtvaartlaslyn. Daar kan aangeneem word dat 'n deklading hout 'n skip 'n sekere addisionele dryfvermoë en 'n groter mate van beskerming teen die see verleen. Daarom mag aan skepe met 'n deklading hout 'n reduksie van vryboord verleen word bereken volgens die bepalinge van Regulasie 45 en op die skip se sykant aangegee volgens die bepalinge van Regulasie 6 (3) en (4). Vir die verlening en gebruik van so 'n spesiale vryboord, moet die deklading hout egter aan sekere voorwaardes voldoen wat in Regulasie 44 aangegee word, en die skip self moet ook aan sekere voorwaardes voldoen wat betrekking het op sy konstruksie en wat in Regulasie 43 uiteengesit word.

REGULASIE 43

Konstruksie van Skip

Bobou

(1) Skepe moet 'n bak hê van minstens standaardhoogte en 'n lengte van minstens 0.07 L. Bowendien, as die skip se lengte minder as 100 meter (328 voet) is, moet 'n kampanje van minstens standaardhoogte, of 'n verhoogde agterdek met of 'n dekhuis of 'n sterk staalkap van minstens dieselfde totale hoogte agter aangebring word.

Dubbelbodemtenks

(2) Wanneer dubbelbodemtenks oor die middel van die skepslengte aangebring is, moet hulle in die langkant 'n toereikende waterdigte tussenskot bevat.

Verskansings

(3) Die skip moet voorsien wees of van 'n vaste verskansing minstens 1 meter (39½ duim) hoog, waarvan die borand spesiaal verstyf is en wat gestut word deur sterk verskansingstutte aan die dek bevestig, en voorsien is van die nodige waterafvoerpoorte, of van deugdelike relingwerk van dieselfde hoogte en van 'n besonder sterk konstruksie.

REGULASIE 44

Stuwling

Algemeen

(1) Openings in die bodek waaroorheen 'n lading gepak word, moet stewig toegemaak en vasgekeg word. Die lugkokers moet doeltreffend beskerm word.

(2) 'n Deklading hout moet oor minstens die hele beskikbare lengte, wat gelyk is aan die lengte van die kuil of kuile tussen boboue, strek. Wanneer daar geen bobou op die agterste ent is nie, moet die hout minstens tot die agterste ent van die agterste luik strek. Die hout moet so dig moontlik gepak word tot minstens die standaardhoogte van die bobou.

(3) Op 'n skip wat hom in die winter in 'n winterseisoen bevind, mag die hoogte van die deklading bo die bodek een derde gedeelte van die grootste breedte van die skip nie te bowe gaan nie.

(4) Die deklading hout moet vas opmekaar gepak, gesjor en vasgemaak word. Dit mag op generlei wyse die navigasie en die verrigting van noodsaaklike werksaamhede aan boord belemmer nie.

Stutte

(5) Wanneer stutte weens die aard van die houtlading nodig is, moet hulle sterk genoeg wees in verhouding tot die breedte van die skip; die spasiering moet aangepas word by die lengte en die aard van die hout, maar mag nie 3 meter (9.8 voet) oorskry nie. Sterk hoekstale of metaalpotte of ander ewe doeltreffende middels moet aangebring word om die stutte vas te maak.

Sjorrings

(6) 'n Deklading hout moet op deugdelike wyse vasgemaak word oor die hele lengte deur onafhanklike sjorrings wat oor die deklading gespan is op afstande van hoogstens 3 meter (9.8 voet) van mekaar. Oogplate vir hierdie sjorrings moet deugdelik op afstande van hoog-

(2) Timber Load Line. A timber deck cargo may be regarded as giving a ship a certain additional buoyancy and a greater degree of protection against the sea. For that reason, ships carrying a timber deck cargo may be granted a reduction of freeboard calculated according to the provisions of Regulation 45 and marked on the ship's side in accordance with the provisions of Regulation 6 (3) and (4). However, in order that such special freeboard may be granted and used, the timber deck cargo shall comply with certain conditions which are laid down in Regulation 44, and the ship itself shall also comply with certain conditions relating to its construction which are set out in Regulation 43.

REGULATION 43

Construction of Ship

Superstructure

(1) Ships shall have a forecastle of at least standard height and a length of at least 0.07 L. In addition, if the ship is less than 100 metres (328 feet) in length, a poop of at least standard height, or a raised quarter-deck with either a deckhouse or a strong steel hood of at least the same total height shall be fitted aft.

Double Bottom Tanks

(2) Double bottom tanks where fitted within the mid-ship half length of the ship shall have adequate watertight longitudinal subdivision.

Bulwarks

(3) The ship shall be fitted either with permanent bulwarks at least 1 metre (39½ inches) in height, specially stiffened on the upper edge and supported by strong bulwark stays attached to the deck and provided with necessary freeing ports, or with efficient rails of the same height and of specially strong construction.

REGULATION 44

Stowage

General

(1) Openings in the weather deck over which cargo is stowed shall be securely closed and battened down. The ventilators shall be efficiently protected.

(2) Timber deck cargo shall extend over at least the entire available length which is the total length of the well or wells between superstructures. Where there is no limiting superstructure at the after end, the timber shall extend at least to the after end of the aftermost hatchway. The timber shall be stowed as solidly as possible to at least the standard height of the superstructure.

(3) On a ship within a seasonal winter zone in winter, the height of the deck cargo above the weather deck shall not exceed one-third of the extreme breadth of the ship.

(4) The timber deck cargo shall be compactly stowed, lashed and secured. It shall not interfere in any way with the navigation and necessary work of the ship.

Uprights

(5) Uprights, when required by the nature of the timber, shall be of adequate strength considering the breadth of the ship; the spacing shall be suitable for the length and character of timber carried, but shall not exceed 3 metres (9.8 feet). Strong angles or metal sockets or equally efficient means shall be provided for securing the uprights.

Lashings

(6) Timber deck cargo shall be efficiently secured throughout its length by independent over-all lashings spaced not more than 3 metres (9.8 feet) apart. Eye plates for these lashings shall be efficiently attached to the sheer strake or to the deck stringer plate at intervals of not

stens 3 meter (9.8 voet) aan die berghoutgang of aan die dekstringerplaat bevestig word. Die afstand van 'n eindbeskot van 'n bobou tot die eerste oogplaat mag hoogstens 2 meter (6.6 voet) wees. Waar daar geen beskot is nie, moet oogplate en sjorrings 0.6 meter (23½ duim) en 1.5 meter (4.9 voet) van die ente van die deklading hout af aangebring word.

(7) Sjorrings moet bestaan uit 'n digte ketting van minstens 19 millimeter ($\frac{3}{4}$ duim) of uit buigsame staalkabel van gelyke sterkte wat voorsien is van gliphake en span-skroewe wat te alle tye bereikbaar moet wees. Staalkabelsjorrings moet 'n kort stukkie ketting met lang skakels bevat om dit moontlik te maak om die lengte van die sjorrings te reguleer.

(8) Wanneer die houtlengtes korter as 3.6 meter (11.8 voet) is, moet die spasiëring van die sjorrings verminder word om by die lengte van die hout aan te pas of ander geskikte voorsiening moet gemaak word.

(9) Alle toerusting wat nodig is vir die vasmaak van die sjorrings moet van 'n sterkte wees wat ooreenkom met die sterkte van die sjorrings.

Stabiliteit

(10) Daar moet voorsiening gemaak word vir 'n veilige stabiliteitsmarge tydens alle stadiums van die reis met in-aanmerkingneming van gewigstoename, soos byvoorbeeld weens die absorpsie van water en ysvorming, en van gewigsverlies soos dié te wyte aan die verbruik van brandstof en voorrade.

Beskerming van bemanning, toegang tot masjienruime, ens.

(11) Buiten en behalwe die vereistes van regulasie 25 (5) van hierdie Aanhangel moet aan weerskante van die deklading tot 'n hoogte van minstens 1 meter (39½ duim) bo die lading, relings of reddingslyne op vertikale afstande van hoogstens 33 sentimeter (13 duim) vanmekaar aangebring word.

Stuurinrigting

(12) Die stuurinrigting moet op doeltreffende wyse teen beskadiging deur die lading beskerm wees en, vir sover dit uitvoerbaar is, toeganklik wees. Doeltreffende voorsiening moet vir die stuur van die skip gemaak word vir die geval dat die hoofstuurinrigting beskadig word.

REGULASIE 45

Berekening vir vryboord

(1) Die minimum somervryboord word bereken volgens regulasies 27 (5), 27 (6), 27 (11), 28, 29, 30, 31, 32, 37, en 38 behalwe dat regulasie 37 gewysig moet word deur onderstaande persentasies te gebruik plaas van dié in regulasie 37 aangegee:

Persentasie aftrekking vir alle boboutipes	Totale effektiewe lengte van bobou										
	0	0.1 L	0.2 L	0.3 L	0.4 L	0.5 L	0.6 L	0.7 L	0.8 L	0.9 L	1.0 L
	20	31	42	53	64	70	76	82	88	94	100

Persentasies by tussenliggende lengtes van die bobou moet deur lineêre interpolasie verkry word.

Percentage of deduction for all types of superstructure	Total Effective Length of Superstructures										
	0	0.1 L	0.2 L	0.3 L	0.4 L	0.5 L	0.6 L	0.7 L	0.8 L	0.9 L	1.0 L
	20	31	42	53	64	70	76	82	88	94	100

Percentages at intermediate lengths of superstructures shall be obtained by linear interpolation.

more than 3 metres (9.8 feet). The distance from an end bulkhead of a superstructure to the first eye plate shall be not more than 2 metres (6.6 feet). Eye plates and lashings shall be provided 0.6 metres (23½ inches) and 1.5 metres (4.9 feet) from the ends of timber deck cargoes where there is no bulkhead.

(7) Lashings shall be not less than 19 millimetres ($\frac{3}{4}$ inch) close link chain or flexible wire rope of equivalent strength, fitted with sliphooks and turnbuckles, which shall be accessible at all times. Wire rope lashings shall have a short length of long link chain to permit the length of lashings to be regulated.

(8) When timber is in lengths less than 3.6 metres (11.8 feet) the spacing of the lashings shall be reduced or other suitable provisions made to suit the length of timber.

(9) All fittings required for securing the lashings shall be of strength corresponding to the strength of the lashings.

Stability

(10) Provisions shall be made for a safe margin of stability at all stages of the voyage, regard being given to additions of weight, such as those due to absorption of water and icing and to losses of weight such as those due to consumption of fuel and stores.

Protection of Crew, Access to Machinery Spaces, etc.

(11) In addition to the requirements of Regulation 25 (5) of this Annex guard rails or life lines spaced not more than 33 centimetres (13 inches) apart vertically shall be provided on each side of the deck cargo to a height of at least 1 metre (39½ inches) above the cargo.

Steering Arrangements

(12) Steering arrangements shall be effectively protected from damage by cargo and, as far as practicable, shall be accessible. Efficient provision shall be made for steering in the event of a breakdown in the main steering arrangements.

REGULATION 45

Computation for Freeboard

(1) The minimum summer freeboards are computed in accordance with Regulations 27 (5), 27 (6), 27 (11), 28, 29, 30, 31, 32, 37 and 38, except that Regulation 37 is modified by substituting the following percentages for those given in Regulation 37:

(2) Die wintervryboord vir die houtvaart word verkry deur een ses-en-dertigste van die somerhoutvaartdiepgang tot die bokant van die kiel gemeet by die somerhoutvryboord te tel.

(3) Die winterhoutvaartvryboord in die Noord-Atlantiese Oseaan is dieselfde as die wintervryboord in die Noord-Atlantiese Oseaan soos voorgeskryf in regulasie 40 (6).

(4) Die tropiese houtvaartvryboord word verkry deur een ag-en-veertigste van die somerhoutvaartdiepgang tot die bokant van die kiel gemeet van die somerhoutvaartvryboord af te trek.

(5) Die soetwaterhoutvaartvryboord word bereken ooreenkomstig regulasie 55 (5) (a) en (b) gebaseer op die somerhoutvaartlaswaterlyn.

AANHANGSEL II

VAARSONES, VAARGEBIEDE EN SEISOENS-PERIODES

Die vaarsones en -gebiede in hierdie Aanhangsel vermeld is oor die algemeen gebaseer op onderstaande maatstawwe:

Somer—hoogstens 10 persent winde van krag 8 Beaufort (34 knope) of meer.

Tropies—hoogstens 1 persent winde van krag 8 Beaufort (34 knope) of meer. Hoogstens een tropiese storm in 10 jaar in 'n gebied van 5° in die vierkant in enige afsonderlike kalendermaand.

In sekere spesiale gebiede is 'n mate van verslapping om praktiese redes aanneemlik bevind.

* 'n Kaart is by hierdie Aanhangsel aangeheg om die sones en gebiede hieronder omskryf te illustreer.

REGULASIE 46

Noordelike winterseisoensones en -gebiede

(1) Winterseisoensones I en II in die Noord-Atlantiese Oseaan

(a) Noord-Atlantiese winterseisoensone I lê binne die meridiaan van 50° westerlengte van die kus van Groenland tot 45° noorderbreedte, vandaar die parallel van 45° noorderbreedte tot 15° westerlengte, vandaar die meridiaan van 15° westerlengte tot 60° noorderbreedte, vandaar die parallel van 60° noorderbreedte tot die meridiaan van Greenwich, vandaar hierdie meridiaan noordwaarts.

Seisoensperiodes:

Winter: 16 Oktober tot 15 April.

Somer: 16 April tot 15 Oktober.

(b) Noord-Atlantiese winterseisoensone II lê binne die meridiaan van 68° 30' westerlengte van die kus van die Verenigde State tot 40° noorderbreedte, vandaar die loksodroom tot die punt 36° noorderbreedte, 73° westerlengte, vandaar die parallel van 36° noorderbreedte tot 25° westerlengte en vandaar die loksodroom tot Kaap Toriñana.

Nie by hierdie sone inbegryp nie is die Noord-Atlantiese winterseisoensone I en die Oossee begrens deur die parallel van die breedte van Kaap Skagen in die Skagerrak.

Seisoensperiodes:

Winter: 1 November tot 31 Maart.

Somer: 1 April tot 31 Oktober.

* Nie in hierdie Proklamasie weergegee nie.

(2) The Winter Timber Freeboard shall be obtained by adding to the Summer Timber Freeboard one thirty-sixth of the moulded summer timber draught.

(3) The Winter North Atlantic Timber Freeboard shall be the same as the Winter North Atlantic Freeboard prescribed in Regulation 40 (6).

(4) The Tropical Timber Freeboard shall be obtained by deducting from the Summer Timber Freeboard one forty-eighth of the moulded summer timber draught.

(5) The Fresh Water Timber Freeboard shall be computed in accordance with Regulation 40 (7) based on the summer timber load water line.

ANNEX II

ZONES, AREAS AND SEASONAL PERIODS

The zones and areas in this Annex are, in general, based on the following criteria:

Summer—not more than 10 per cent winds of force 8 Beaufort (34 knots) or more.

Tropical—not more than 1 per cent winds of force 8 Beaufort (34 knots) or more. Not more than one tropical storm in 10 years in an area of 5° square in any one separate calendar month.

In certain special areas, for practical reasons, some degree of relaxation has been found acceptable.

* A chart is attached to this Annex to illustrate the zones and areas defined below.

REGULATION 46

Northern Winter Seasonal Zones and Area

(1) North Atlantic Winter Seasonal Zones I and II

(a) The North Atlantic Winter Seasonal Zone I lies within the meridian of longitude 50° W from the coast of Greenland to latitude 45° N, thence the parallel of latitude 45° N to longitude 15° W, thence the meridian of longitude 15° W to latitude 60° N, thence the parallel of latitude 60° N to the Greenwich Meridian, thence this meridian northwards.

Seasonal periods:

Winter: 16 October to 15 April.

Summer: 16 April to 15 October.

(b) The North Atlantic Winter Seasonal Zone II lies within the meridian of longitude 68° 30' W from the coast of the United States to latitude 40° N, thence the rhumb line to the point latitude 36° N, longitude 73° W, thence the parallel of latitude 36° N to longitude 25° W and thence the rhumb line to Cape Toriñana.

Excluded from this zone are the North Atlantic Winter Seasonal Zone I and the Baltic Sea bounded by the parallel of the latitude of The Skaw in the Skagerrak.

Seasonal periods:

Winter: 1 November to 31 March.

Summer: 1 April to 31 October.

* Not reproduced in this Proclamation.

(2) Noord-Atlantiese winterseisoensgebied

Die grens van die Noord-Atlantiese winterseisoensgebied is—

die meridiaan van 68° 30' westerlengte van die kus van die Verenigde State tot 40° noorderbreedte, vandaar die loksodroom na die suidelikste snypunt van die meridiaan van 61° westerlengte met die kus van Kanada en vandaar die ooskus van Kanada en die Verenigde State.

Seisoensperiodes:

Vir skepe met 'n lengte van meer as 100 meter (328 voet):

Winter: 16 Desember tot 15 Februarie.

Somer: 16 Februarie tot 15 Desember.

Vir skepe met 'n lengte van 100 meter (328 voet) en minder:

Winter: 1 November tot 31 Maart.

Somer: 1 April tot 31 Oktober.

(3) Winterseisoensone in die Noordelike Stille Oseaan

Die suidelike grens van die winterseisoensone in die Noordelike Stille Oseaan—

die parallel van 50° noorderbreedte van die ooskus van die USSR tot die weskus van Sakhalin, vandaar die weskus van Sakhalin tot die suidpunt van Kurilion, vandaar die loksodroom tot Wakkanai, Hokkaido, Japan, vandaar die oos- en die weskus van Hokkaido tot 145° oosterlengte, vandaar die meridiaan van 145° oosterlengte tot 35° noorderbreedte, vandaar die parallel van 35° noorderbreedte tot 150° westerlengte en vandaar die loksodroom tot die suidpunt van Dall-eiland, Alaska.

Seisoensperiodes:

Winter: 16 Oktober tot 15 April.

Somer: 16 April tot 15 Oktober.

REGULASIE 47***Suidelike winterseisoensgebied***

Die noordelike grens van die suidelike winterseisoensgebied is—

die loksodroom van die ooskus van die Amerikaanse kontinent by Kaap Tres Puntas tot 'n punt op 34° suiderbreedte en 50° westerlengte, vandaar die parallel van 34° suiderbreedte tot 17° oosterlengte, vandaar die loksodroom tot 'n punt op 35° 10' suiderbreedte en 20° oosterlengte, vandaar die loksodroom tot 'n punt op 34° suiderbreedte en 28° oosterlengte, vandaar langs die loksodroom tot 'n punt op 35° 30' suiderbreedte en 118° oosterlengte en vandaar die loksodroom tot Kaap Grim aan die noordweskus van Tasmanië; vandaar langs die noord- en die ooskus van Tasmanië tot die suidelikste punt van Bruny-eiland, vandaar die loksodroom tot Black Rock Point op Stewart-eiland, vandaar die loksodroom tot 'n punt op 47° suiderbreedte en 170° oosterlengte, vandaar langs die loksodroom tot 'n punt op 33° suiderbreedte en 170° westerlengte, en vandaar die parallel van 33° suiderbreedte tot die weskus van die Amerikaanse kontinent.

Seisoensperiodes:

Winter: 16 April tot 15 Oktober.

Somer: 16 Oktober tot 15 April.

REGULASIE 48***Tropiese Sone*****(1) Noordelike grens van die tropiese sone**

Die noordelike grens van die tropiese sone is—

die parallel van 13° noorderbreedte van die ooskus van die Amerikaanse kontinent tot 60° westerlengte, vandaar die loksodroom tot 'n punt op 10° noorderbreedte en 58° westerlengte, vandaar die parallel van 10° noor-

(2) North Atlantic Winter Seasonal Area

The boundary of the North Atlantic Winter Seasonal Area is—

the meridian of longitude 68° 30' W from the coast of the United States to latitude 40° N, thence the rhumb line to the southernmost intersection of the meridian of longitude 61° W with the coast of Canada and thence the east coasts of Canada and the United States.

Seasonal periods:

For ships over 100 metres (328 feet) in length:

Winter: 16 December to 15 February.

Summer: 16 February to 15 December.

For ships of 100 metres (328 feet) and under in length:

Winter: 1 November to 31 March.

Summer: 1 April to 31 October.

(3) North Pacific Winter Seasonal Zone

The southern boundary of the North Pacific Winter Seasonal Zone is—

the parallel of latitude 50° N from the east coast of the USSR to the west coast of Sakhalin, thence the west coast of Sakhalin to the southern extremity of Kurilion, thence the rhumb line to Wakkanai, Hokkaido, Japan, thence the east and south coasts of Hokkaido to longitude 145° E, thence the meridian of longitude 145° E to latitude 35° N, thence the parallel of latitude 35° N to longitude 150° W and thence the rhumb line to the southern extremity of Dall Island, Alaska.

Seasonal periods:

Winter: 16 October to 15 April.

Summer: 16 April to 15 October.

REGULATION 47***Southern Winter Seasonal Zone***

The northern boundary of the Southern Winter Seasonal Zone is—

the rhumb line from the east coast of the American continent at Cape Tres Puntas to the point latitude 34° S, longitude 50° W, thence the parallel of latitude 34° S to longitude 17° E, thence the rhumb line to the point latitude 35° 10' S, longitude 20° E, thence the rhumb line to the point latitude 34° S, longitude 28° E, thence along the rhumb line to the point latitude 35° 30' S, longitude 118° E, and thence the rhumb line to Cape Grim on the northwest coast of Tasmania; thence along the north and east coasts of Tasmania to the southernmost point of Bruny Island, thence the rhumb line to Black Rock Point on Stewart Island, thence the rhumb line to the point latitude 47° S, longitude 170° E, thence along the rhumb line to the point latitude 33° S, longitude 170° W, and thence the parallel of latitude 33° S to the west coast of the American continent.

Seasonal periods:

Winter: 16 April to 15 October.

Summer: 16 October to 15 April.

REGULATION 48***Tropical Zone*****(1) Northern Boundary of the Tropical Zone**

The northern boundary of the Tropical Zone is—

the parallel of latitude 13° N from the east coast of the American continent to longitude 60° W, thence the rhumb line to the point latitude 10° N, longitude 58° W, thence the parallel of latitude 10° N to longitude 20° W,

derbreedte tot 20° westerlengte, vandaar die meridiaan van 20° westerlengte tot 30° noorderbreedte, en vandaar die parallel van 30° noorderbreedte tot die weskus van Afrika; van die ooskus van Afrika die parallel van 8° noorderbreedte tot 70° oosterlengte, vandaar die meridiaan van 70° oosterlengte tot 13° noorderbreedte, vandaar die parallel van 13° noorderbreedte tot die weskus van Indië, vandaar die suidkus van Indië tot 10° 30' noorderbreedte aan die ooskus van Indië, vandaar die loksodroom tot 'n punt op 9° noorderbreedte en 82° oosterlengte, vandaar die meridiaan van 82° oosterlengte tot 8° noorderbreedte, vandaar die parallel van 8° noorderbreedte tot die weskus van Maleisië, vandaar die kus van suidoos-Asië tot die ooskus van Viëtnam op 10° noorderbreedte, vandaar die parallel van 10° noorderbreedte tot 145° oosterlengte, vandaar die meridiaan van 145° oosterlengte tot 13° noorderbreedte en vandaar die parallel van 13° noorderbreedte tot die weskus van die Amerikaanse kontinent. Saigon word beskou as die grenslyn van die tropiese sone en die tropiese seisoensgebied.

(2) *Suidelike grens van die tropiese sone*

Die suidelike grens van die tropiese sone is— die loksodroom van die hawe van Santos, Brasilië tot die punt waar die meridiaan van 40° westerlengte die Steenbokskeerkring sny; vandaar die Steenbokskeerkring tot die weskus van Afrika; van die ooskus van Afrika die parallel van 20° suiderbreedte tot die weskus van Madagaskar, vandaar die wes- en die noordkus van Madagaskar tot 50° oosterlengte, vandaar die meridiaan van 50° oosterlengte tot 10° suiderbreedte, vandaar die parallel van 10° suiderbreedte tot 98° oosterlengte, vandaar die loksodroom tot Port Darwin, Australië, vandaar die kuste van Australië en Wessel-eiland ooswaarts tot Kaap Wessel, vandaar die parallel van 11° suiderbreedte tot die westekant van Kaap York; van die oostekant van Kaap York die parallel van 11° suiderbreedte tot 150° westerlengte, vandaar die loksodroom tot 'n punt op 26° suiderbreedte en 75° westerlengte, en vandaar die loksodroom tot die weskus van die Amerikaanse kontinent op 30° suiderbreedte.

Coquimbo en Santos word beskou as op die grenslyn van die tropiese en die somersone.

(3) *Gebiede wat by die tropiese sone inbegryp moet word*
Onderstaande gebiede moet behandel word as inbegryp in die tropiese sone—

- Die Kanaal van Suez, die Rooisee en die Golf van Aden, van Port-Said tot die meridiaan van 45° oosterlengte. Aden en Berbera word beskou as op die grenslyn van die tropiese sone en die tropiese seisoensgebied.
- Die Persiese Golf tot die meridiaan van 59° oosterlengte.
- Die gebied begrens deur die parallel van 22° suiderbreedte van die ooskus van Australië tot die Grootkoraalrif, vandaar die Grootkoraalrif tot 11° suiderbreedte. Die noordelike grens van die gebied is die suidelike grens van die tropiese sone.

REGULASIE 49

Tropiese Seisoensgebiede

Die onderstaande is tropiese seisoensgebiede:

(1) *In die Noord-Atlantiese oseaan*

'n Gebied begrens—

in die noorde deur die loksodroom van Kaap Catoche, Yucatan, tot Kaap San Antonio, Kuba, die noordkus van Kuba tot 20° noorderbreedte en vandaar die parallel van 20° noorderbreedte tot 20° westerlengte;

thence the meridian of longitude 20° W to latitude 30° N and thence the parallel of latitude 30° N to the west coast of Africa; from the east coast of Africa the parallel of latitude 8° N to longitude 70° E, thence the meridian of longitude 70° E to latitude 13° N, thence the parallel of latitude 13° N to the west coast of India; thence the south coast of India to latitude 10° 30' N on the east coast of India, thence the rhumb line to the point latitude 9° N, longitude 82° E, thence the meridian of longitude 82° E to latitude 8° N, thence the parallel of latitude 8° N to the west coast of Malaysia, thence the coast of South-East Asia to the east Coast of Vietnam at latitude 10° N, thence the parallel of latitude 10° N to longitude 145° E, thence the meridian of longitude 145° E to latitude 13° N and thence the parallel of latitude 13° N to the west coast of the American continent.

Saigon is to be considered as being on the boundary line of the Tropical Zone and the Seasonal Tropical Area.

(2) *Southern Boundary of the Tropical Zone*

The southern boundary of the Tropical Zone is—

the rhumb line from the Port of Santos, Brazil, to the point where the meridian of longitude 40° W intersects the Tropic of Capricorn; thence the Tropic of Capricorn to the west coast of Africa; from the east coast of Africa the parallel of latitude 20° S to the west coast of Madagascar, thence the west and north coasts of Madagascar to longitude 50° E, thence the meridian of longitude 50° E to latitude 10° S, thence the parallel of latitude 10° S to longitude 98° E, thence the rhumb line to Port Darwin, Australia, thence the coasts of Australia and Wessel Island eastwards to Cape Wessel, thence the parallel of latitude 11° S to the west side of Cape York; from the east side of Cape York the parallel of latitude 11° S to longitude 150° W, thence the rhumb line to the point latitude 26° S, longitude 75° W, and thence the rhumb line to the west coast of the American continent at latitude 30° S.

Coquimbo and Santos are to be considered as being on the boundary line of the Tropical and Summer Zones.

(3) *Areas to be included in the Tropical Zone*

The following areas are to be treated as included in the Tropical Zone—

- The Suez Canal, the Red Sea and the Gulf of Aden, from Port Said to the meridian of longitude 45° E.

Aden and Berbera are to be considered as being on the boundary line of the Tropical Zone and the Seasonal Tropical Area.

- The Persian Gulf to the meridian of longitude 59° E.

- The area bounded by the parallel of latitude 22° S from the east coast of Australia to the Great Barrier Reef, thence the Great Barrier Reef to latitude 11° S. The northern boundary of the area is the southern boundary of the Tropical Zone.

REGULATION 49

Seasonal Tropical Areas

The following are Seasonal Tropical Areas:

(1) *In the North Atlantic*

An area bounded—

on the north by the rhumb line from Cape Catoche, Yucatan, to Cape San Antonio, Cuba, the north coast of Cuba to latitude 20° N and thence the parallel of latitude 20° N to longitude 20° W;

in die weste deur die kus van die Amerikaanse kontinent;
in die suide en ooste deur die noordelike grens van die tropiese sone.

Seisoensperiodes:

Tropies: 1 November tot 15 Julie.

Somer: 16 Julie tot 31 Oktober.

(2) *In die Arabiese see*

'n Gebied begrens—

in die weste deur die kus van Afrika, die meridiaan van 45° oosterlengte in die Golf van Aden, die kus van Suid-Arabië en die meridiaan van 59° oosterlengte in die Golf van Oman;
in die noorde en ooste deur die kuste van Pakistan en Indië;
in die suide deur die noordelike grens van die tropiese sone.

Seisoensperiodes:

Tropies: 1 September tot 31 Mei.

Somer: 1 Junie tot 31 Augustus.

(3) *In die Baai van Bengale*

Die Baai van Bengale ten noorde van die noordelike grens van die tropiese sone.

Seisoensperiodes:

Tropies: 1 Desember tot 30 April.

Somer: 1 Mei tot 30 November.

(4) *In die Suidelike Indiese Oseaan*

(a) 'n Gebied begrens—

in die noorde en weste deur die suidelike grens van die tropiese sone en die ooskus van Madagaskar;
in die suide deur die parallel van 20° suiderbreedte;
in die ooste deur die loksodroom van 'n punt op 20° suiderbreedte en 50° oosterlengte, tot 'n punt op 15° suiderbreedte en 51° 30' oosterlengte, en vandaar deur die meridiaan van 51° 30' oosterlengte tot 10° suiderbreedte.

Seisoensperiodes:

Tropies: 1 April tot 30 November.

Somer: 1 Desember tot 31 Maart.

(b) 'n Gebied begrens—

in die noorde deur die suidelike grens van die tropiese sone;
in die ooste deur die kus van Australië;
in die suide deur die parallel van 15° suiderbreedte van 51° 30' oosterlengte tot 120° oosterlengte en vandaar die meridiaan van 120° oosterlengte tot die kus van Australië;
in die weste deur die meridiaan van 51° 30' oosterlengte.

Seisoensperiodes:

Tropies: 1 Mei tot 30 November.

Somer: 1 Desember tot 30 April.

(5) *In die Chinese see*

'n Gebied begrens—

in die weste en noorde deur die kuste van Viëtnam en China van 10° noorderbreedte tot Hong Kong;
aan die kus deur die loksodroom van Hong Kong tot die hawe van Sual (Luzon-eiland) en die weskuste van die eilande Luzon, Samar en Leyte tot 10° noorderbreedte;
in die suide deur die parallel van 10° noorderbreedte.
Hong Kong en Sual word beskou as op die grens van die tropiese seisoensgebied en die somersone.

Seisoensperiodes:

Tropies: 21 Januarie tot 30 April.

Somer: 1 Mei tot 20 Januarie.

(6) *In die Noordelike Stille Oseaan*

(a) 'n Gebied begrens—

in die noorde deur die parallel van 25° noorderbreedte;
in die weste deur die meridiaan van 160° oosterlengte;

on the west by the coast of the American continent;
on the south and east by the northern boundary of the Tropical Zone.

Seasonal periods:

Tropical: 1 November to 15 July.

Summer: 16 July to 31 October.

(2) *In the Arabian Sea*

An area bounded—

on the west by the coast of Africa, the meridian of longitude 45° E in the Gulf of Aden, the coast of South Arabia and the meridian of longitude 59° E in the Gulf of Oman;
on the north and east by the coasts of Pakistan and India;
on the south by the northern boundary of the Tropical Zone.

Seasonal periods:

Tropical: 1 September to 31 May.

Summer: 1 June to 31 August.

(3) *In the Bay of Bengal*

The Bay of Bengal north of the northern boundary of the Tropical Zone.

Seasonal periods:

Tropical: 1 December to 30 April.

Summer: 1 May to 30 November.

(4) *In the South Indian Ocean*

(a) An area bounded—

on the north and west by the southern boundary of the Tropical Zone and the east coast of Madagascar;
on the south by the parallel of latitude 20° S;
on the east by the rhumb line from the point latitude 20° S, longitude 50° E, to the point latitude 15° S, longitude 51° 30' E and thence by the meridian of longitude 51° 30' E to latitude 10° S.

Seasonal periods:

Tropical: 1 April to 30 November.

Summer: 1 December to 31 March.

(b) An area bounded—

on the north by the southern boundary of the Tropical Zone;
on the east by the coast of Australia;
on the south by the parallel of latitude 15° S from longitude 51° 30' E, to longitude 120° E and thence the meridian of longitude 120° E to the coast of Australia;
on the west by the meridian of longitude 51° 30' E.

Seasonal periods:

Tropical: 1 May to 30 November.

Summer: 1 December to 30 April.

(5) *In the China Sea*

An area bounded—

on the west and north by the coasts of Vietnam and China from latitude 10° N to Hong Kong;
on the east by the rhumb line from Hong Kong to the Port of Sual (Luzon Island) and the west coasts of the Islands of Luzon, Samar and Leyte to latitude 10° N;
on the south by the parallel of latitude 10° N.
Hong Kong and Sual are to be considered as being on the boundary of the Seasonal Tropical Area and Summer Zone.

Seasonal periods:

Tropical: 21 January to 30 April.

Summer: 1 May to 20 January.

(6) *In the North Pacific*

(a) An area bounded—

on the north by the parallel of latitude 25° N;
on the west by the meridian of longitude 160° E;

in die suide deur die parallel van 13° noorderbreedte;
in die ooste deur die meridiaan van 130° westerlengte.

Seisoensperiodes:

Tropies: 1 April tot 31 Oktober.

Somer: 1 November tot 31 Maart.

(b) 'n Gebied begrens—

in die noorde en ooste deur die weskus van die Amerikaanse kontinent;

in die weste deur die meridiaan van 123° westerlengte van die kus van die Amerikaanse kontinent tot 33° noorderbreedte en deur die loksodroom van 'n punt op 33° noorderbreedte en 123° westerlengte, tot 'n punt op 13° noorderbreedte en 105° westerlengte;

in die suide deur die parallel van 13° noorderbreedte.

Tropies: 1 Maart tot 30 Junie en
1 November tot 30 November.

Somer: 1 Julie tot 31 Oktober en
1 Desember tot 28/29 Februarie.

(7) *In die Suidelike Stille Oseaan*

(a) Die Golf van Carpentaria besuide 11° suiderbreedte.

Seisoensperiodes:

Tropies: 1 April tot 30 November.

Somer: 1 Desember tot 31 Maart.

(b) 'n Gebied begrens—

in die noorde en die ooste deur die suidelike grens van die tropiese sone;

in die suide deur die Steenbokskeerkring van die ooskus van Australië tot 150° westerlengte, vandaar deur die meridiaan van 150° westerlengte tot 20° suiderbreedte en vandaar deur die parallel van 20° suiderbreedte tot die punt waar dit die suidelike grens van die tropiese sone sny;

in die weste deur die grense van die gebied binne die Groot Koraalrif wat in die tropiese sone lê en deur die ooskus van Australië.

Seisoensperiodes:

Tropies: 1 April tot 30 November.

Somer: 1 Desember tot 31 Maart.

REGULASIE 50

Somersones

Die orige gebiede vorm die somersones.

Vir skepe met 'n lengte van 100 meter (328 voet) en minder, is die gebied wat begrens word—

in die noorde en die weste deur die ooskus van die Verenigde State;

in die ooste deur die meridiaan van 68° 30' westerlengte van die kus van die Verenigde State tot 40° noorderbreedte en vandaar deur die loksodroom tot 'n punt op 36° noorderbreedte en 73° westerlengte;

in die suide deur die parallel van 36° noorderbreedte; egter 'n winterseisoensgebied.

Winter: 1 November tot 31 Maart.

Somer: 1 April tot 31 Oktober.

REGULASIE 51

Ingeslote gebiede

(1) *Die Oossee*

Hierdie see begrens deur die parallel van Kaap Skagen in die Skagerrak is ingesluit in die somersones.

Vir skepe met 'n lengte van 100 meter (328 voet) of minder, is dit egter 'n winterseisoensgebied.

Seisoensperiodes:

Winter: 1 November tot 31 Maart.

Somer: 1 April tot 31 Oktober.

on the south by the parallel of latitude 13° N;
on the east by the meridian of longitude 130° W.

Seasonal periods:

Tropical: 1 April to 31 October.

Summer: 1 November to 31 March.

(b) An area bounded—

on the north and east by the west coast of the American continent;

on the west by the meridian of longitude 123° W from the coast of the American continent to latitude 33° N and by the rhumb line from the point latitude 33° N, longitude 123° W, to the point latitude 13° N, longitude 105° W;

on the south by the parallel of latitude 13° N.

Seasonal periods:

Tropical: 1 March to 30 June and
1 November to 30 November.

Summer: 1 July to 31 October and
1 December to 28/29 February.

(7) *In the South Pacific*

(a) The Gulf of Carpentaria south of latitude 11° S.

Seasonal periods:

Tropical: 1 April to 30 November.

Summer: 1 December to 31 March.

(b) An area bounded—

on the north and east by the southern boundary of the Tropical Zone;

on the south by the Tropic of Capricorn from the east coast of Australia to longitude 150° W, thence by the meridian of longitude 150° W to latitude 20° S and thence by the parallel of latitude 20° S to the point where it intersects the southern boundary of the Tropical Zone;

on the west by the boundaries of the area within the Great Barrier Reef included in the Tropical Zone and by the east coast of Australia.

Seasonal periods:

Tropical: 1 April to 30 November.

Summer: 1 December to 31 March.

REGULATION 50

Summer Zones

The remaining areas constitute the Summer Zones.

However, for ships of 100 metres (328 feet) and under in length, the area bounded—

on the north and west by the east coast of the United States;

on the east by the meridian of longitude 68° 30' W from the coast of the United States to latitude 40° N and thence by the rhumb line to the point latitude 36° N, longitude 73° W;

on the south by the parallel of latitude 36° N; is a Winter Seasonal Area.

Seasonal periods:

Winter: 1 November to 31 March.

Summer: 1 April to 31 October.

REGULATION 51

Enclosed Seas

(1) *Baltic Sea*

This sea bounded by the parallel of latitude of The Skaw in the Skagerrak is included in the Summer Zones.

However, for ships of 100 metres (328 feet) and under in length, it is a Winter Seasonal Area.

Seasonal periods:

Winter: 1 November to 31 March.

Summer: 1 April to 31 October.

(2) *Die Swartsee*

Hierdie see val onder die somersones.

Vir skepe met 'n lengte van 100 meter (328 voet) of minder, is die gebied ten noorde van 44° noorderbreedte egter 'n winterseisoensgebied.

Seisoensperiodes:

Winter: 1 Desember tot 28/29 Februarie.

Somer: 1 Maart tot 30 November.

(3) *Die Middellandse See*

Hierdie see val onder die somersones.

Vir skepe met 'n lengte van 100 meter (328 voet) of minder, is die gebied begrens—

in die noorde en die weste deur die kus van Frankryk en van Spanje en die meridiaan van 3° oosterlengte van die kus van Spanje tot 40° noorderbreedte;

in die suide deur die parallel van 40° noorderbreedte, van 3° oosterlengte tot die westkus van Sardinië;

in die ooste deur die westkus en die noordkus van Sardinië van 40° noorderbreedte tot 9° oosterlengte, vandaar deur die meridiaan van 9° oosterlengte tot die suidkus van Korsika, vandaar deur die westkus en die noordkus van Korsika tot 9° oosterlengte en vandaar deur die loksodroom tot Kaap Sicié;

egter 'n winterseisoensgebied.

Seisoensperiodes:

Winter: 16 Desember tot 15 Maart.

Somer: 16 Maart tot 15 Desember.

(4) *Die Japanse see*

Hierdie see besuide 50° noorderbreedte val onder die somersones.

Vir skepe met 'n lengte van 100 meter (328 voet) of minder is die gebied tussen die parallel van 50° noorderbreedte en die loksodroom van die ooskus van Korea op 38° noorderbreedte tot die westkus van Hokkaido, Japan, op 43° 12' noorderbreedte egter 'n winterseisoensgebied.

Seisoensperiodes:

Winter: 1 Desember tot 28/29 Februarie.

Somer: 1 Maart tot 30 November.

REGULASIE 52

Die Noord-Atlantiese Winterlaslyn

Die deel van die Noord-Atlantiese oseaan in regulasie 40 (6) (Aanhangel I) genoem, omvat—

(a) dié deel van die Noord-Atlantiese winterseisoensone II wat tussen die meridiane van 15° W en 50° W lê;

(b) die hele Noord-Atlantiese winterseisoensone I, waarby beskou word dat die Shetland-eilande op die grens lê.

AANHANGSEL III.

Sertifikaat

INTERNASIONALE LASLYNSERTIFIKAAT (1966)

(Amptelike seël)

Uitgereik ingevolge die bepalings van die INTERNASIONALE KONVENSIË INSAKE LASLYNE (1966) OP GESAG VAN DIE REGERING VAN

(volledige amptelike benaming van die land)

deur

(volledige ampshoedanigheid van die bevoegde persoon of organisasie wat ingevolge die bepalings van die Internasionale Konvensie insake Laslyne, 1966, erken word)

(2) *Black Sea*

This sea is included in the Summer Zones.

However, for ships of 100 metres (328 feet) and under in length, the area north of latitude 44° N is a Winter Seasonal Area.

Seasonal periods:

Winter: 1 December to 28/29 February.

Summer: 1 March to 30 November.

(3) *Mediterranean*

This sea is included in the Summer Zones.

However, for ships of 100 metres (328 feet) and under in length, the area bounded—

on the north and west by the coasts of France and Spain and the meridian of longitude 3° E from the coast of Spain to latitude 40° N;

on the south by the parallel of latitude 40° N from longitude 3° E to the west coast of Sardinia;

on the east by the west and north coasts of Sardinia from latitude 40° N to longitude 9° E, thence by the meridian of longitude 9° E to the south coast of Corsica, thence by the west and north coasts of Corsica to longitude 9° E and thence by the rhumb line to Cape Sicié;

is a Winter Seasonal Area.

Seasonal periods:

Winter: 16 December to 15 March.

Summer: 16 March to 15 December.

(4) *Sea of Japan*

This sea south of latitude 50° N is included in the Summer Zones.

However, for ships of 100 metres (328 feet) and under in length, the area between the parallel of latitude 50° N and the rhumb line from the east coast of Korea at latitude 38° N to the west coast of Hokkaido, Japan, at latitude 43° 12' N is a Winter Seasonal Area.

Seasonal periods:

Winter: 1 December to 28/29 February.

Summer: 1 March to 30 November.

REGULATION 52

The Winter North Atlantic Load Line

The part of the North Atlantic referred to in Regulation 40 (6) (Annex I) comprises—

(a) that part of the North Atlantic Winter Seasonal Zone II which lies between the meridians of 15° W and 50° W;

(b) the whole of the North Atlantic Winter Seasonal Zone I, the Shetland Islands to be considered as being on the boundary.

ANNEX III.

Certificates

INTERNATIONAL LOAD LINE CERTIFICATE (1966)

(Official seal)

Issued under the provisions of the
INTERNATIONAL CONVENTION ON LOAD LINES, 1966
UNDER THE AUTHORITY OF THE GOVERNMENT OF,

(full official designation of the country)

by

(full official designation of the competent person or organization recognized under the provisions of the International Convention on Load Lines, 1966).

Naam van skip	Onderskeidings-nommer of -letters	Hawe waar geregistreer	Lengte (L) soos omskryf in artikel 2 (8)

Vryboord toegewys as:

- * 'n nuwe skip
* 'n bestaande skip

Type skip:

- * Tipe 'A'
* Tipe 'B'
* Tipe 'B' met verminderde vryboord
* Tipe 'B' met vermeerderde vryboord

* Skrap wat nie van toepassing is nie.

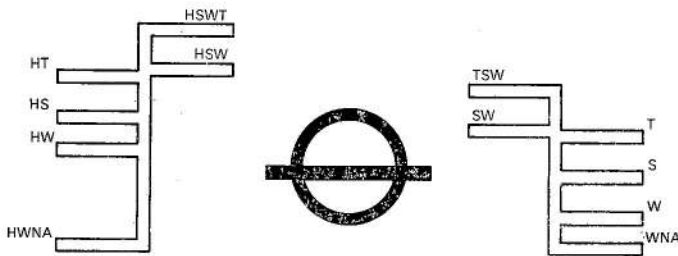
Vryboord vanaf deklyn		Laslyn	
Tropies	mm. (dm.) (T)		mm. (dm.) bo (S)
Somer	mm. (dm.) (S)		Boonste rand van lyn deur middelpunt van sirkel.
Winter	mm. (dm.) (W)		mm. (dm.) onder (S)
Winter			
Noord-Atlantiese			
Oseaan	mm. (dm.) (WNA)		mm. (dm.) onder (S)
Houtvaart-tropies	mm. (dm.) (HT)		mm. (dm.) bo (HS)
Houtvaart-somer	mm. (dm.) (HS)		mm. (dm.) bo (S)
Houtvaart-winter	mm. (dm.) (HW)		mm. (dm.) onder (HS)
Houtvaart-winter			
Noord-Atlantiese			
Oseaan	mm. (dm.) (HWNNA)		mm. (dm.) onder (HS)

N.B.

Vryboord en laslyne wat nie van toepassing is nie, behoef nie op die sertifikaat ingevul te word nie.

Toelating vir soetwater vir alle vryboorde behalwe vir die houtvaart mm. (dm.). Vir die houtvaartvryboorde mm. (dm.).

Die boonste rand van die deklyn vanwaar hierdie vryboorde gemeet word, is mm. (dm.)—dek aan sykant.



Datum van aanvanklike of periodieke ondersoek

Hierby word gesertifiseer dat hierdie skip ondersoek is en dat die vryboorde toegewys en die laslyn wat hierbo aangegee is, ooreenkomstig die Internasionale Konvensie insake Laslyne, 1966 gemerk is.

Hierdie sertifikaat bly van krag tot onderworpe aan periodieke ondersoeke kragtens artikel 14 (1) (c) van die Konvensie.

Uitgereik te

(Plek van uitreiking van sertifikaat)

19 (Datum van uitreiking)

(Handtekening van beampte wat die sertifikaat uitreik)

en/of (Seël van uitreikende Owerheid)

Indien geteken, moet onderstaande paragraaf bygevoeg word: Die ondergetekende verklaar dat hy behoorlik deur die gesegde Regering gemagtig is om hierdie sertifikaat uit te reik.

(Handtekening)

N.B.

1. Wanneer 'n skip van 'n hawe vertrek wat aan 'n rivier of binnelandse water geleë is, is dit geoorloof om soveel dieper te laai as wat ooreenkom met die gewig van die brandstof en alle ander materiaal wat vir verbruik nodig is tussen die plek van afvaart en die see.

Name of Ship	Distinctive Number or Letters	Port of Registry	Length (L) as defined in Article 2 (8)

Freeboard assigned as:

- * A new ship
* An existing ship

Type of ship

- * Type 'A'
* Type 'B'
* Type 'B' with reduced freeboard
* Type 'B' with increased freeboard

*Delete whatever is inapplicable.

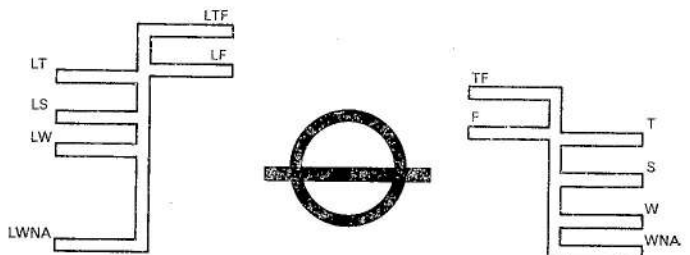
Freeboard from deck line		Load Line	
Tropical	mm. (in.) (T)		mm. (in.) above (S)
Summer	mm. (in.) (S)		Upper edge of line through centre of ring
Winter	mm. (in.) (W)		mm. (in.) below (S)
Winter—North			
Atlantic	mm. (in.) (WNA)		mm. (in.) below (S)
Timber—Tropical	mm. (LT)		mm. (in.) above (LS)
Timber—Summer	mm. (in.) (LS)		mm. (in.) above (S)
Timber—Winter	mm. (in.) (LW)		mm. (in.) below (LS)
Timber—Winter North			
Atlantic	mm. (in.) (LWNA)		mm. (in.) below (LS)

NOTE:

Freeboard and load lines which are not applicable need not be entered on the certificate.

Allowance for fresh water for all freeboards other than timber mm. (inches). For timber freeboard mm. (inches).

The upper edge of the deck line from which these freeboards are measured is mm. (inches) deck at side.



Date of initial or periodical survey

This is to certify that this ship has been surveyed and that the freeboards have been assigned and load lines shown above have been marked in accordance with the International Convention on Load Lines, 1966.

This certificate is valid until, subject to periodical inspections in accordance with Article 14 (1) (c) of the Convention.

Issued at

(Place of issue of certificate)

19 (Date of issue)

(Signature of official issuing the certificate)

and/or

(Seal of issuing authority)

If signed, the following paragraph is to be added:

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

(Signature)

NOTES:

1. When a ship departs from a port situated on a river or inland waters, deeper loading shall be permitted corresponding to the weight of fuel and all other materials required for consumption between the point of departure and the sea.

2. Wanneer 'n skip hom in soetwater bevind met 'n soortlike gewig gelyk aan een, mag die toepaslike laslyn sover onder water lê dat die ooreenstem met bovermelde soetwatertoelating. Wanneer die soortlike gewig nie gelyk aan een is nie, moet 'n toelating gedoen word eweredig met die verskil tussen 1.025 en die werklike soortlike gewig.

OP AGTERKANT VAN SERTIFIKAAT

Hierby word gesertifiseer dat by 'n periodieke inspeksie soos voorgeskryf in artikel 14 (1) (c) van die Konvensie, geblyk het dat die skip aan die betrokke bepalings van die Konvensie voldoen.

Plek..... Datum.....

Handtekening en/of seël van uitreikende owerheid.

Plek..... Datum.....

Handtekening en/of seël van uitreikende owerheid.

Plek..... Datum.....

Handtekening en/of seël van uitreikende owerheid.

Plek..... Datum.....

Handtekening en/of seël van uitreikende owerheid.

Aangesien bepalings van hierdie Konvensie ten volle deur hierdie skip nagekom is, word die geldigheidsduur van hierdie sertifikaat, ingevolge artikel 19 (2) van die Konvensie, verleng tot.....

Plek..... Datum.....

Handtekening en/of seël van uitreikende owerheid.

INTERNASIONALE LASLYNVRYSTELLINGSERTIFIKAAT
(Amptelike seël)

Uitgereik kragtens die bepalings van die
INTERNASIONALE KONVENSIË INSAKE LASLYNE, 1966, OP GESAG VAN
DIE REGERING VAN

(volledige amptelike benaming van die land)

deur.....
(volledige ampsbenaming van die bevoegde persoon of organisasie
wat ingevolge die bepalings van die Internasionale Konvensie insake
Laslyne, 1966, erken word)

Naam van skip	Onderskeidingsnommer of -letters	Hawe waar geregistreer

Hierby word gesertifiseer dat bovermelde skip vrygestel is van die bepalings van die 1966-Konvensie kragtens die bevoegdheid deur artikel 6 (2)/artikel 6 (4)* van bovermelde Konvensie verleen.

Die bepalings van die Konvensie waarvan die skip kragtens artikel 6 (2) vrygestel is, is:

* Skrap wat nie van toepassing is nie.

Die reis ten opsigte waarvan vrystelling verleen is kragtens artikel 6 (4) is:

Van.....

Na.....

2. When a ship is in fresh water of unit density the appropriate load line may be submerged by the amount of the fresh water allowance shown above. Where the density is other than unity, an allowance shall be made proportional to the difference between 1.025 and the actual density.

REVERSE OF CERTIFICATE

This is to certify that at a periodical inspection required by Article 14 (1) (c) of the Convention, this ship was found to comply with the relevant provisions of the Convention.

Place..... Date.....

Signature and/or Seal of issuing authority.

Place..... Date.....

Signature and/or Seal of issuing authority.

Place..... Date.....

Signature and/or Seal of issuing authority.

Place..... Date.....

Signature and/or Seal of issuing authority.

The provisions of the Convention being fully complied with by this ship, the validity of this certificate is, in accordance with Article 19 (2) of the Convention, extended until.....

Place..... Date.....

Signature and/or Seal of issuing authority.

INTERNATIONAL LOAD LINE EXEMPTION CERTIFICATE

(Official seal)

Issued under the provisions of the
INTERNATIONAL CONVENTION ON LOAD LINES, 1966,
UNDER THE AUTHORITY OF THE GOVERNMENT OF

(full official designation of the country)

by.....
(full official designation of the competent person or organization
recognized under the provisions of the International Convention on
Load Lines, 1966)

Name of Ship	Distinctive Number or Letters	Port of Registry

This is to certify that the above-mentioned ship is exempted from the provisions of the 1966 Convention, under the authority conferred by Article 6 (2)/Article 6 (4)* of the Convention referred to above.

The provisions of the Convention from which the ship is exempted under Article 6 (2) are:

* Delete whichever is inapplicable.

The voyage for which exemption is granted under Article 6 (4) is:

From.....

To.....

Eventuele voorwaardes waaronder die vrystelling verleen is kragtens artikel 6 (2) of artikel 6 (4):

Hierdie sertifikaat bly van krag tot
 onderworpe, waar toepaslik, aan periodieke inspeksies ingevolge artikel 14 (1) (c) van die Konvensie.

Uitgereik te
 (Plek van uitreiking van die sertifikaat)

19
 (Datum van uitreiking)

(Handtekening van beampte wat
 die sertifikaat uitreik)

en/of
 (Seël van uitreikende Owerheid)

Indien geteken, moet onderstaande paragraaf bygevoeg word:
 Die ondergetekende verklaar dat hy behoorlik deur die gesegde Regering gemagtig is om hierdie sertifikaat uit te reik.

(Handtekening)

OP AGTERKANT VAN SERTIFIKAAT.

Hierby word gesertifiseer dat hierdie skip nog steeds voldoen aan die voorwaardes waaronder hierdie vrystelling verleen is.

Plek Datum

Handtekening en/of seël van uitreikende owerheid.

Plek Datum

Handtekening en/of seël van uitreikende owerheid.

Plek Datum

Handtekening en/of seël van uitreikende owerheid.

Plek Datum

Handtekening en/of seël van uitreikende owerheid.

Hierdie skip voldoen aan die voorwaardes waaronder hierdie vrystelling verleen is en die geldigheidsduur van die sertifikaat word derhalwe ingevolge artikel 19 (4) (a) van die Konvensie verleng tot

Plek Datum

Handtekening en/of seël van uitreikende owerheid.

Conditions, if any, on which the exemption is granted under either Article 6 (2) or Article 6 (4):

This certificate is valid until
 subject, where appropriate, to periodical inspections in accordance with Article 14 (1) (c) of the Convention.

Issued at
 (Place of issue of certificate)

19
 (Date of issue)

(Signature of official issuing the
 certificate)

and/or
 (Seal of issuing authority)

If signed the following paragraph is to be added: The undersigned declares that he is duly authorized by the said Government to issue this certificate.

(Signature)

REVERSE OF CERTIFICATE

This is to certify that this ship continues to comply with the conditions under which this exemption was granted.

Place Date

Signature and/or Seal of issuing authority.

Place Date

Signature and/or Seal of issuing authority.

Place Date

Signature and/or Seal of issuing authority.

Place Date

Signature and/or Seal of issuing authority.

This ship continues to comply with the conditions under which this exemption was granted and the validity of this certificate is, in accordance with Article 19 (4) (a) of the Convention, extended until

Place Date

Signature and/or Seal of issuing authority.

INHOUD.

Proklamasie.

No.		BLADSY
R.280	Handelsskeepvaartwet, 1951, soos gewysig: Vervanging van die Internasionale Kon- vensie insake Laslyne, 1930, deur die In- ternasionale Konvensie insake Laslyne, 1966	1

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