

**THE MERITIME TRANSPORT ACT, NO. 5 OF 2006**

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**THE TONNAGE MEASUREMENT REGULATIONS**

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**THE MARITIME TRANSPORT ACT, No. 5 OF 2006**

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**THE TONNAGE MEASUREMENT REGULATIONS**

**[Made under section 256(8)]**

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**IN EXERCISE** of the powers conferred upon me under section 256(8) of the Maritime Transport Act, No. 5 of 2006, I, **DR. SIRA UBWA MAMBOYA**, Minister responsible for Maritime Transport affairs, do hereby make the Tonnage Measurement Regulations as follows:

**PART ONE  
PRELIMINARY PROVISIONS**

Short title and commencement date.           **1.** These Regulations may be cited as the Tonnage Measurements Regulations, 2018, and shall come into operation after being signed by the Minister and published in the Gazette.

Interpretation.                   **2.** In these Regulations unless the context requires otherwise:

“Act” means the Maritime Transport Act, No. 5 of 2006.

"Administration" means the Government of the State whose flag the ship is flying;

“Authority” means the Zanzibar Maritime Authority as established under section 3 of the Zanzibar Maritime Authority Act, No. 3 of 2006.

“Convention” means the International Tonnage Convention;

“International voyage” means a sea voyage from a country to which the International Convention on Tonnage Measurement of 1969 applies to a port outside such country, or conversely;

“gross tonnage” means the measurement of the overall size of a ship determined in accordance with the provisions of the Convention;

"net tonnage" means the measurement of the useful capacity of a ship determined in accordance with the provisions of the Convention;

"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

Convention;

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

"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;

## **PART TWO**

### **APPLICATION, ASCERTAINMENT OF TONNAGE AND CERTIFICATION**

Application of  
Part Two

3. This Part shall apply to ships including fishing vessels and pleasure yachts, being ships of 24 metres in length or over, registered according to the Act.

Tonnage  
General

4.-(1) The tonnage of any ship to be registered under the Act shall be ascertained in accordance with these Regulations.

(2) The tonnage of a ship shall consist of gross tonnage and net tonnage.

Ascertainment  
of Tonnage

5.-(1) The owner and the master of a ship to be measured shall make it available for measurement by a surveyor and afford all necessary facilities for its inspection, survey and measurement and shall produce such plans, drawings, specifications and other documents relating to the ship that the surveyor may require for his use or retention.

(2) The gross and net tonnages shall be determined in accordance with regulations 7 and 8 of these Regulations, and in the case of novel types of craft with constructional features which render the application of the provisions of these regulations unreasonable or impracticable, the gross and net tonnages shall be determined as required by the Authority.

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

(4) The gross and net tonnages shall be expressed as whole numbers, decimals rounded off downwards.

Calculations of tonnage

6.-(1) All volumes included in the calculation of gross and net tonnages shall be measured, irrespective of the fitting of insulation or the like, to the inner side of the shell or structural boundary plating in ships constructed of metal, and to the outer surface of the shell or to the inner side of the structural boundary surfaces in ships constructed of any other material.

(2) The volumes of appendages to the ship shall be included in the total volume.

(3) The volumes of spaces open of ship to the sea shall be excluded from the total volume.

(4) The method and accuracy of the calculations of a ship shall be to the satisfaction of the Authority and shall be sufficiently detailed to facilitate checking

Gross Tonnage

7. The gross tonnage of a ship shall be determined by the following formula:

$$GT = K_1 V$$

where: V = Total volume of all enclosed spaces of the ship in cubic metres,

$K_1 = 0.2 + 0.02 \log_{10} V$  or as specified in the First Schedule to these Regulations.

Net Tonnage

8. The net tonnage of a ship shall be determined by the following formula:

where:

$$NT = K_2 V_c \underline{4d}^2 + K_3 (N_1 + \underline{N}_2),$$

in which formula:

(a) the factor  $\underline{4d}^2$  shall not be taken as greater than unity;

(b) the term  $K_2 V_c \underline{4d}^2$  shall not be taken as less than 0.25 GT; and

(c) NT shall not be taken as less than 0.30 GT, and in which:

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

$K_2 = 0.2 + 0.02 \log_{10} V_c$  or as specified in the First Schedule to these Regulations,

$$K_3 = 1.25 (GT + 10,000)/10,000;$$

D = moulded depth amidships in metres as defined in regulation 2 of these Regulations,

d = moulded draught amidships in metres as defined in regulation 2 of these Regulations,

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

$N_2$  = number of other passengers;

$N_1 + N_2$  = total number of passengers the ship is permitted to carry as indicated in the ship's passenger certificate;

When  $N_1 + N_2$  is less than 13,  $N_1$  and  $N_2$  shall be taken as zero.

#### Certification

**9.** The Authority shall, upon receipt of the appropriate fee to be determined by the Authority, issue to the owner of every ship registered under the Act, the tonnages of which have been ascertained in accordance with regulations 6 and 7 of these Regulations, an International Tonnage Certificate 1969 in the form set out in the Second Schedule to these Regulations, certifying the tonnages of the ship and containing the following particulars:

- (a) the name, port of registry and official number of the ship;
- (b) its length, breadth and moulded depth;
- (c) its gross and net tonnages;
- (d) the date on which the keel was laid or the ship was at a similar stage of construction or date on which the ship underwent alterations or modifications of a major character.

#### Cancellation of Certificate

**10.**(1) Where alterations are made in the arrangement, construction, capacity, use of spaces, total number of passengers the ship is permitted to carry under the terms of the ship's passenger certificate, assigned load line, or permitted draught of the ship such as would cause an increase in the gross or net tonnage, the existing an International Tonnage Certificate shall cease to be valid and shall be delivered up to and cancelled by the certifying authority.

(2) When a ship is transferred from the Zanzibar Register, the International Tonnage Certificate shall cease to be valid except when the transfer is to the administration of a state which is a contracting Government, in which case the certificate may remain in force for a period not exceeding three months or until the new administration issues another an International Tonnage Certificate whichever is the earlier.

(3) The certifying authority, upon request, shall transmit to the administration of that Government as soon as possible after the transfer has taken place a copy of the certificate carried by the ship at the time of transfer and a copy of the relevant tonnage calculations.

New  
Certificate

**11.** A new International Tonnage Certificate 1969 may be issued when:

- (a) a ship which was registered outside Zanzibar is registered in Zanzibar;
- (b) a ship undergoes alterations or modifications of a major character, such as the removal of a superstructure, which requires an alteration of the assigned load line; or
- (c) the ship is a passenger ship employed in special trades for the carriage of large numbers of special trade passengers, such as the pilgrim trade.

### **PART THREE**

## **APPLICATION, MEASUREMENTS AND CANCELLATION OF CERTIFICATE**

Application of  
Part Three

**12.** This Part shall apply to ships including fishing vessels and pleasure yachts, being ships of less than 24 metres in length, and not being fishing vessels in which Part Two of these Regulations applies, registered in accordance with the provisions of the Act.

Measurement  
and  
certification.

**13.**-(1) The owner and the master of a ship to be measured shall make it available for measurement by a surveyor and afford all necessary facilities for its inspection, survey and measurement and shall produce such plans, drawings, specifications and other documents relating to the ship that the surveyor may require for his use or retention.

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

- (a) the product of multiplying together its length overall, extreme breadth over the outside hull and depth in metres and multiplying the resultant figure by 0.16; and
- (b) the tonnage of any break or breaks, calculated for each break by multiplying together its mean length, mean breadth and mean height in metres and multiplying the resultant figure by 0.35.

(3) For the purpose of this Part-

(a) the breadth of a ship shall be its extreme breadth over the outside plating, planking or hull, no account being taken of rubbers or fenders even if they are moulded so as to be integral with the hull;

(b) the depth of a ship shall be measured vertically at the mid-point of the length overall-

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

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

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

(ii) the lower terminal point of depth shall-

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

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

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

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

(4) The tonnage determined in accordance with sub regulation (2) of this regulation, shall be the gross tonnage and net tonnage.

(5) In the case of a multi-hull ship the tonnage of each hull shall be measured separately and the sum of such tonnages shall be used in

computing the tonnage referred to in sub regulation (2) of this regulation.

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

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

Certificate of survey

**14.**-(1) On completion of the measurement the certifying authority shall issue to the owner of every ship, the tonnages of which have been ascertained in accordance with this Part of these Regulations, a certificate of survey tonnage measurement for ships under 24 metres length, in the form set out in the Third Schedule of these Regulations.

(2) Without prejudice sub regulation (1) of this regulation, when the circumstances permit, certificate certifying the tonnages of the ship may contain such other particulars as the Authority may deem proper.

Cancellation after alteration

**15.**-(1) Where alterations are made in the arrangement, construction, capacity, use of spaces, total number of passengers the ship is permitted to carry under the terms of the ship's passenger certificate, assigned load line, or permitted draught of the ship such as would cause an increase in the tonnage, the existing measurement shall cease to be valid.

(2) Any certificate issued to a ship before alteration is made shall after alteration be delivered up to and cancelled by the certifying authority and the owner of the ship shall make an application for it to be re-measured in accordance with the provisions of these Regulations.

#### **PART FOUR MISCELLANEOUS PROVISIONS**

Acceptance of Foreign Tonnage Measurement Certificates.

**16.**-(1) The International Tonnage Measurement Certificate issued under the authority of another Government to a foreign ship shall be accepted and regarded for all purposes as having the same validity as one issued under Part Two of these Regulations.

(2) Whilst such a ship is within Zanzibar or the territorial waters thereof it may be subject to inspection by a surveyor for the purpose of verifying:

(a) that the ship is provided with a valid an International Tonnage Certificate; and

(b) that the main characteristics of the ship correspond to the data

given in the certificate.

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

(4) If the inspection reveals that the main characteristics of the ship differ from those entered in the International Tonnage Certificate so as to lead to an increase in the gross tonnage or the net tonnage, the administration of the State whose flag the ship is flying shall be informed without delay.

Offences and Penalties

**17.** Any owner or master who fails without reasonable cause to deliver up a certificate for cancellation as required by these Regulations commits an offence and upon conviction shall be liable to a fine of not less than the equivalence of ten thousand dollars in Tanzania shillings.

Compounding of offence

**18.**-(1) Notwithstanding any other law, where a ship or master violates any provision of these Regulation, the Registrar of Ships may serve on that ship or master a notice in the specified form, calling upon such ship or master to pay in respect of the offence, the amount of fines so specified with the offence alleged to have been committed.

(2) The notice under sub regulation (1) of this regulation, shall specify:

- (a) name and registration number of the ship;
- (b) the offence alleged to have been committed;
- (c) place and time upon which the offence has occurred;
- (d) actual amount of fine so specified for that offence;
- (e) time and manner in which the fine should be paid; and
- (f) any other particular or information relating to that offence when the Registrar of Ship may think necessary.

(3) The ship or master served with a notice under sub regulation (1) of this regulation shall, within seven days from the date in which the notice has been delivered to him, pay the amount of fine to the Authority.

(4) Where a ship or master has been served with a notice under sub regulation (1) of this regulation, fails to pay such a fine within the time limit specified in the notice, the Authority shall proceeds with criminal action against such a ship or master.

(5) When the ship or master pay the amount of fine so specified in the notice, no further criminal actions relating to the same offence shall be taken against the ship or master.

**FIRST SCHEDULE**

**GROSS AND NET TONNAGE**

**[Made under regulation 7 and 8]**

**(Coefficients  $K_1$  and  $K_2$  referred to in regulations 7 and 8)**

V or  $V_c$  = Volume in cubic metres

V or $V_c$	$K_1$ or $K_2$						
10	0.2200	45,000	0.2931	330,000	0.3104	670,000	0.3165
20	0.2260	50,000	0.2940	340,000	0.3106	680,000	0.3166
30	0.2295	55,000	0.2948	350,000	0.3109	690,000	0.3168
40	0.2320	60,000	0.2956	360,000	0.3111	700,000	0.3169
50	0.2340	65,000	0.2963	370,000	0.3114	710,000	0.3170
60	0.2356	70,000	0.2969	380,000	0.3116	720,000	0.3171
70	0.2369	75,000	0.2975	390,000	0.3118	730,000	0.3173
80	0.2381	80,000	0.2981	400,000	0.3120	740,000	0.3174
90	0.2391	85,000	0.2986	410,000	0.3123	750,000	0.3175
100	0.2400	90,000	0.2991	420,000	0.3125	760,000	0.3176
200	0.2460	95,000	0.2996	430,000	0.3127	770,000	0.3177
300	0.2495	100,000	0.3000	440,000	0.3129	780,000	0.3178
400	0.2520	110,000	0.3008	450,000	0.3131	790,000	0.3180
500	0.2540	120,000	0.3016	460,000	0.3133	800,000	0.3181
600	0.2556	130,000	0.3023	470,000	0.3134	810,000	0.3182
700	0.2569	140,000	0.3029	480,000	0.3136	820,000	0.3183
800	0.2581	150,000	0.3035	490,000	0.3138	830,000	0.3184
900	0.2591	160,000	0.3041	500,000	0.3140	840,000	0.3185
1,000	0.2600	170,000	0.3046	510,000	0.3142	850,000	0.3186
2,000	0.2660	180,000	0.3051	520,000	0.3143	860,000	0.3187
3,000	0.2695	190,000	0.3056	530,000	0.3145	870,000	0.3188
4,000	0.2720	200,000	0.3060	540,000	0.3146	880,000	0.3189
5,000	0.2740	210,000	0.3064	550,000	0.3148	890,000	0.3190
6,000	0.2756	220,000	0.3068	560,000	0.3150	900,000	0.3191
7,000	0.2769	230,000	0.3072	570,000	0.3151	910,000	0.3192
8,000	0.2781	240,000	0.3076	580,000	0.3153	920,000	0.3193
9,000	0.2791	250,000	0.3080	590,000	0.3154	930,000	0.3194
10,000	0.2800	260,000	0.3083	600,000	0.3156	940,000	0.3195
15,000	0.2835	270,000	0.3086	610,000	0.3157	950,000	0.3196

20,000	0.2860	280,000	0.3089	620,000	0.3158	960,000	0.3196
25,000	0.2880	290,000	0.3092	630,000	0.3160	970,000	0.3197
30,000	0.2895	300,000	0.3095	640,000	0.3161	980,000	0.3198
35,000	0.2909	310,000	0.3098	650,000	0.3163	990,000	0.3199
40,000	0.2920	320,000	0.3101	660,000	0.3164	1,000,000	0.3200

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

**SECOND SCHEDULE**

**INTERNATIONAL TONNAGE CERTIFICATE 1969**

[Made under regulation 9]

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**International Tonnage Certificate 1969 issued under the provisions of the  
International Convention on Tonnage Measurement of Ships 1969**

Name of the ship	Official Number	Port of Registry	Date*

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

**MAIN DIMENSIONS**

Length	Breadth	Moulded Depth Amidships to Upper Deck	

The tonnages of the ship are:

GROSS TONNAGE.....

NET TONNAGE.....

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

Issued at.....

(place of issue of certificate)

....., .....

(date of issue)

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

(Signed).....

(Reverse side of Certificate)

SPACES INCLUDED IN TONNAGE					
GROSS TONNAGE			NET TONNAGE		
Name of Space	Location	Length	Name of Space	Location	Length
Underdeck -					
<p><b>EXCLUDED SPACES</b></p> <p>An asterisk (*) should be added to those spaces listed above which comprise both enclosed and excluded spaces.</p>			<p><b>NUMBER OF PASSENGERS</b></p> <p>Number of passengers in cabins with not more than 8berths.....</p> <p>Number of other passengers.....</p>		
			<p><b>MOULDED DRAUGHT</b></p>		

Date and place of original measurements.....	
Date and place of last previous re-measurement.....	
<b>REMARKS</b>	

**THIRD SCHEDULE**

**[Made under Regulation 14(1)]**

**CERTIFICATE OF SURVEY (TONNAGE MEASUREMENT) FOR SHIPS UNDER 24 METRES LENGTH, OTHER THAN FISHING VESSELS OF MORE THAN 15 METRES LENGTH OVERALL.**

Issued under the provisions of the Tonnage Measurement Regulations, 2018 under the authority of the Government of Zanzibar.

Before filling out this Certificate, surveyors are advised to see the instructions overleaf.

Name of Ship			Whether a dumb, sailing, steam or motor ship. If steam or motor ship how propelled		
Where built		When built	Name and address of builders		
Number of decks	Number of masts	Rigged	Stern	Stern	Build
Framework and Description of ship		Number of bulkheads	Overall length	Breadth	Depth

**TONNAGE CALCULATION**

TONS

0.16 =  
overall length x breadth x depth x

0.16 =  
overall length x breadth x depth x

Break, or breaks, if any, extending from side to side above line of deck



.....  
Signature of Surveyor and Official Stamp

**(Reverse side of Certificate)**

Great care is to be taken in completing the Certificate of Survey (Tonnage Measurement) and Surveyors should carefully note that no alterations are permitted on this Certificate and if mistakes are made, it is to be re-typed or re-written.

The Surveyor should note the following when completing the Certificate of Survey (Tonnage Measurement):

- (a) Under the heading "Whether a dumb, sailing, steam or motor ship how propelled", a ship propelled solely by sails is to be entered as "Sailing Ship". If a permanent motor is fitted to a sailing ship the entry is to be "Sailing and Motor: Single Screw".

In the case of a vessel provided with a portable outboard motor the correct entry is that applicable to the vessel without the motor, with a qualification "fitted with portable outboard motor" eg. "Dumb fitted with outboard motor" or "Sailing fitted with portable outboard motor". When the main propulsion is by engine the entry will be "Motor Ship, Single Screw", "Motor Ship, Twin Screw", as appropriate.

- (b) Under the headlines "Where Built" and "Name and Address of Builders" when the hull has been built in one shipyard and the vessel fitted out at another, both places should be shown under the headings, e.g: Where Built: Hull: Southampton Fitted Out: Poole Name and Address of Builders: Hull: Boatyard Ltd, Southampton Fitted Out: Yacht Fitters Ltd, Poole
- (c) Under the heading "When Built" should be shown the year in which the ship was launched or entered the water for the first time or when it was completed, which is the earlier.
- (d) The description under the heading "Rigged" should describe the arrangement e.g. "Yawl", "Schooner", "Ketch", etc. if a ship is not designed for sailing, and is not rigged for that purpose "Not" is to be inserted.
- (e) The description of the "Stern" should be "Straight", "Raked", "Clipper", etc., as appropriate.

- (f) The description of the "Stern" should be "Counter", "Cruiser", "Transom", etc., as appropriate
  - (g) The description of the "Build" should indicate construction of the hull i.e. "Clencher" for in and out plating or planting or "Carvel" if flush; where there is a mixture then "Part Carvel/Part Clencher" should be entered.
  - (h) The entry as regards "Framework and description of ship" should describe the material of the hull and the type of ship; i.e. material should be shown as "Wood", "Steel", "Glass Reinforced Plastic", etc., as appropriate.
  - (i) The entry in respect of "Number of Bulkheads" should relate to the complete bulkheads bounding main compartments up to the deck level. If no complete bulkheads are fitted the entry should be "None".
  - (j) The particulars of the propelling engines should be completed if an engine is fitted inboard. Particulars of motors are not to be shown. The "Description of engine" is to be kept as simple as possible and yet fulfil the function of accurately defining the type of engine fitted. In most ships, it will be sufficient to insert "Internal combustion engine". The engine power shall be the total of the maximum continuous power expressed in kilowatt (KW). In the case of multiple engine ships, the combined engine power is to be quoted.
  - (k) Where numbers are required to be inserted in respect of decks, masts, bulkheads, sets of engines, shafts and cylinders, these are to be written in words; numerals are not to be used.
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**SIGNED** on this 12 day of February, 2019.

.....  
**DR. SIRA UBWA MAMBOYA**  
**MINISTER OF INFRASTRUCTURE, COMMUNICATION**  
**AND**  
**TRANSPORTATION**