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ORGANISATION FOR COMMUNICATIONS AND TRANSIT

MARITIME TONNAGE MEASUREMENT

REPORT

TO THE

ADVISORY AND TECHNICAL COMMITTEE FOR COMMUNICATIONS AND TRANSIT

BY THE

Chairman and the Rapporteur

OF THE

TECHNICAL COMMITTEE FOR MARITIME TONNAGE MEASUREMENT

ON THE

Replies received from the Governments to the Circular Letter forwarding the Results of the Technical Committee's Work

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REPORT TO THE ADVISORY AND TECHNICAL COMMITTEE FOR COMMUNICATIONS AND TRANSIT BY THE CHAIRMAN AND THE RAPPORTEUR OF THE TECHNICAL COMMITTEE FOR MARITIME TONNAGE MEASUREMENT ON THE REPLIES RECEIVED FROM THE GOVERNMENTS TO THE CIRCULAR LETTER FORWARDING THE RESULTS OF THE TECHNICAL COMMITTEE'S WORK.

In pursuance of a resolution adopted by the Advisory and Technical Committee at its eighteenth session, the Chairman and the Rapporteur of the Technical Committee for Maritime Tonnage Measurement (hereafter referred to as the Sub-Committee) met in Geneva from May 8th-15th, 1934.

The Sub-Committee carefully examined the replies received from the Governments to the Circular Letter by which the Secretary-General of the League of Nations had forwarded to them the draft Regulations (document C.176.M.65.1931.VIII), the Figures (document C.176*(a)*.M.65*(a)*. 1931.VIII) and the Supplementary Report (document C.719.M.324.1931.VIII) prepared by the Technical Committee. The Sub-Committee noted that the following Governments declared themselves ready to accept the draft Regulations in their present form, or as a basis for discussion at a future Conference, without proposing any alterations : Canada, Cuba, Free City of Danzig, Egypt, Estonia, Finland, Hungary, Iraq, Mexico, New Zealand, Poland, Spain and Venezuela. The following Governments forwarded observations on the draft Regulations as a whole or on parts thereof : United Kingdom, Denmark, France, Germany, Iceland, Irish Free State, Italy, Japan, Norway, Netherlands, Sweden and Yugoslavia. These observations are reproduced in Annex 1 to the present report which is printed separately. The following Governments stated that they had no observations to make : Albania, Australia, India, Monaco, Siam and South Africa.

The comments which the Sub-Committee thought fit to make, along with the amendments to the draft Rules which it proposes as a result of the observations from the Governments, will be found below.

I. General Observations.

Germany.

The Sub-Committee notes that the German Government intends to make a communication to the Secretariat at a later date, after having communicated with the other parties to certain inter-State agreements on the subject.

United Kingdom.

The Sub-Committee appreciates the remarks in paragraphs 1 and 2 of the reply, but, since the work connected with the Load-Line Convention and the Convention on Safety at Sea has now been completed, it hopes that it will be possible for the competent officials to deal with this matter shortly.

In reply to paragraph 3, the Sub-Committee would point out that there are, in practice, even in those countries which use the so-called English method, many divergencies, both in the details of the rules and in the practice, resulting in differences in tonnage and consequently in dues to be paid which might cause undue hardship to the ships of certain nations. Such hardships would not necessarily be remedied by the system of bilateral agreements.

As regards paragraphs 4 and 5, the Sub-Committee is glad to note that, at present, the Government of the United Kingdom does not anticipate any important alteration in their regulations being necessary. The Sub-Committee, indeed, endeavoured, as far as possible, to draft the Regulations in conformity with the sound practice of the United Kingdom. It therefore hopes that the United Kingdom will seriously reconsider the possibility of some international agreement and regulations on this matter.

Denmark.

The Sub-Committee gathers from this reply that the Danish Government, while not regarding this question as an urgent one, would not nevertheless, should other Governments desire a general agreement, raise any serious objection.

Iceland.

As Iceland has associated itself with the point of view of the Danish Government, the Sub-Committee refers to its comments on the Danish Government's reply.

Italy.

The Sub-Committee, having considered the observations of the Italian Government on the Transitory Measures, did not feel in a position to propose any alterations, since they might involve considerable difficulties, possibly even some of a legal character. It was therefore decided to make no changes in the existing draft.

Japan and Norway.[1]

The Sub-Committee regards it as important that the Suez and Panama Canal Authorities should be invited to any Conference which may discuss the proposed rules, and hopes that they will see their way to be represented at any such meeting. Any measure of uniformity that might be achieved would be very much more valuable should these Authorities find it possible to accede to it. The fact that the majority of sea-going ships, besides holding the national tonnage certificate, must be provided with special tonnage certificates for the said canals, prepared according to different systems, gives rise to considerable work for the tonnage authorities.

Japan.

The Japanese suggestions on the Transitory Measures are made conditional on the acceptance of the proposals made in their memorandum, and the Sub-Committee has not seen its way to accept these proposals for reasons which are explained later in detail.

The further question raised of possible bilateral agreements between countries is not one that the Sub-Committee can deal with. It would have to be provided for in international agreement.

Japan and Netherlands (Overseas Territories).

The Sub-Committee considered whether it would not be possible to obviate the difficulties to which attention has been drawn by the Government of the Netherlands Overseas Territories, and thought it desirable—in view also of the comments made by the Japanese Government on Article 2 of the draft Regulations—to propose that, in any future agreement, all vessels not having a gross tonnage of more than forty tons might perhaps be excluded.

Norway.

The Sub-Committee would have preferred to make the draft formulæ of measurement compulsory as suggested by Norway. Since, however, the Technical Committee had confined itself to suggesting that these formulæ might give useful guidance, the Sub-Committee did not see its way to propose that they should be made compulsory, leaving this question to be settled by a future agreement.

Sweden.

The Technical Committee has endeavoured to draw up regulations which should be as simple as possible, while providing for all reasonable possibilities. While appreciating the theoretical arguments in favour of the displacement tonnage system, the Sub-Committee, in view of the fact that this displacement tonnage has already been advocated without success in 1746 by the French admiral Bouguer in his " Traité du Navire ", and, since then, on other numerous occasions, felt that it was not feasible to propose the introduction of such a system. Moreover, such a system would seriously disturb present conditions, and would therefore be unfavourably regarded, not only by Governments levying dues on shipping, but also by shipowners and dock and harbour authorities.

The proposed Regulations have already met with the approval of a number of Governments and authorities, and, in view of the circumstances, the Sub-Committee does not think it necessary to reopen these questions at the present time.

As regards uniformity, the Sub-Committee appreciates the general comment on the draft Regulations and is of opinion that a general agreement, even on a system which may not fully satisfy all parties concerned, could be considered as being the first step in the direction of improved rules generally satisfactory and based on modern principles.

The draft Regulations only apply to measurement of ships and not to the levying of dues. These Regulations do not necessarily apply to ships solely engaged in national traffic. This point will have to be considered elsewhere when a general agreement is discussed.

The points concerning the articles mentioned are dealt with later.

[1] The Norwegian Government sent in a provisional reply forwarding the observations of its technical authority, without stating whether it fully endorsed them.

Yugoslavia.

The first three points raised in the general observations seem to the Sub-Committee such as should be settled in the contemplated draft Agreement, but fall outside the terms of reference of the present Sub-Committee.

In the opinion of the Sub-Committee, points 4 and 5 have already been dealt with in the proposed Regulations.

With reference to open vessels, the Sub-Committee refers to the remarks of the Technical Committee on Maritime Tonnage Measurement under Rule IV in its report of October 23rd, 1928. Should the point be raised in any future discussion, there would not appear to be any serious objection to the suggestion made. It is intended that fishing-ships other than open should come under the draft Regulations.

II. Detailed Observations on the Articles of the Draft Regulations.

Article 1.

France, Japan and Sweden.

The last paragraph of the article as printed in the draft Regulations seems to meet the French requirements, but, in order also to cover the objections on the part of Japan and Sweden, the proposed article was modified as follows :

The fifth line reads :

" . . . the first time, shall be accompanied, if possible, by plans."

Paragraphs A, B and C are deleted.

The word " also " is deleted in the last line of the last paragraph but one.

The last paragraph is deleted.

Article 2.

Japan.

(See General Observations, page 6.)

Article 3.

France.

On account of an observation from France, the following drafting amendments were made in the French text :

First line : The words " A mesure " are replaced by " Au fur et à mesure ".

Fifth line : The words "les troisième à sixième parties " are replaced by " les parties III à VI ".

Italy and Japan.

The formulæ have only been given as an indication (see Supplementary Report (document C.719.M.324.1931.VIII), page 4).

Article 4.

Sweden.

The comment on Article 3 appears to refer to Article 4. The Sub-Committee considered that the point raised is already covered by the draft.

Japan and Netherlands (Overseas Territories).

A new paragraph may be inserted to the effect that, in the case of small vessels, the local authority may issue a provisional certificate subject to checking by the central authority. Such certificates should be internationally recognised, provided that they be replaced within a certain period by a final certificate issued by the Central Authority.

Japan.

Double bottom.—The Sub-Committee regrets that, for practical reasons, it does not seem possible to meet the wishes of Japan.

Yugoslavia.

The Sub-Committee agrees that it may be useful to issue the tonnage certificates both in the national and in a widely used other language.

Article 5.

Norway.

First Paragraph.—In conformity with an observation from the Norwegian Authority, the Sub-Committee made the following modifications :

First line : After " 63 " insert " and "; delete " *76(d)* and 77 ".

At the end of the *fourth line* add : " The spaces referred to in Article *76(d)* shall be marked in the same manner ".

Sweden.

Second Paragraph.—Though the Sub-Committee fully appreciates the Swedish view, it feels that it would involve a large amount of work to tonnage surveyors all over the world, if they had to check from time to time whether the marking has been maintained. It, therefore, hesitates to propose an addition to the draft on the lines suggested by Sweden.

Article 6.

France, Italy, Japan and Norway.

§ *I and* § *II (a).*—It is agreed to insert a part of Article 33 in this article, since it also deals with the same principles. Consequently, II *(a)* should read as follows :

" *(a)* When determining :

" (1) *The common interval between the transverse sections* (see Article 21);

" (2) *The common interval between the breadths in each transverse section* (see Article 33);

" (3) *The common interval between breadths in double-bottom tanks* (see Article 45), *in 'tween decks* (see Article 48) *and in superstructures* (see Article 53).

" If using feet."

As it takes less time and is slightly more exact to multiply the number of cubic metres by 0.353 than to divide by 2.83, it is proposed to modify the draft to this effect. The method here proposed gives approximately the same results as the method proposed by Italy.

§ *II (b),* (4) *and* (6).—Further, " (See Article 53) " in II *(b),* (4), should be replaced by "(See Article 54) ", and " (See Article 48) " in II *(b),* (6), should be replaced by " (See Article 49) ".

Italy, Japan, Sweden and Yugoslavia.

§ *II (b),* (8).—The Sub-Committee considered once more the number of decimals to be applied and came to the conclusion that, when using metres, the number of decimals could be reduced by one in either case. This, however, should not apply to the common interval.

In the light of these observations, the Sub-Committee modified in paragraph II *(b),* (8), the *fifth and sixth lines on page* 8 as follows :

" If using metres, with two decimals, the second being increased by one if the third is 5 or more."

Article 7.

France.

3.—On account of an observation made by the French Government, a drafting amendment was made in the French text :

3, *second line :* " d'un bout à l'autre " was replaced by " d'un bord à l'autre ".

The same correction was made in the first line of the relevant footnote.

(English text unchanged.)

Article 9.

France.

Third §.—The clause concerning the " upper deck " has been drawn up in accordance with that of the Load-Line Convention of 1930 (Annex I, Part I, Rule I). In this definition, it is indicated that tonnage openings not permanently closed should not be fitted in such a deck. Therefore, the definition of tonnage deck seems to be sufficiently clear, also in the case of ships having two decks.

Article 10.

Sweden.

The Sub-Committee considers the rule of the draft preferable but leaves the question open.

Article 12.

France.

In conformity with an observation made by the French Government, the word " inférieur " in the *second line of the French text* is replaced by " intérieur ", and the words " du vaigrage " *in the fifth line* are replaced by the words " d'un vaigrage ".

(The English text remains unchanged.)

Article 13.

Netherlands.

Second §.—In order to meet the Netherlands requirements, the Sub-Committee agrees to read in *second line,* instead of " spacing of ", the words " space between ".

(French text unchanged.)

Article 15.

Italy.

The adoption of the Italian proposal would introduce a principle unknown in most other countries and would complicate the work of tonnage surveyors without providing a corresponding advantage.

Articles 16 *to* 20, 22 *to* 24, 27, 33, 34, 37, 43 *and* 44.

Japan.

It is essential, for uniformity of tonnage, to give explicit rules concerning the actual measuring and these articles therefore cannot be dropped.

Article 17.

Yugoslavia.

In order to meet the wishes of Yugoslavia, the article was modified as follows :

Third line : After the word " beam " delete the word " is ", and insert " should, as a general rule, be ".

Sixth line (of the French text) : the word " mesure " was replaced by the word " mesurera ".

(English text unchanged.)

Seventh line (of the French text) : the word " représente " was replaced by the word " représentera ".

(English text unchanged.)

Article 18.

The following corrections were made :

Second line : replace " Article 9, paragraph 2 ", by " Article 10, paragraph 3 ".

Third line : insert the word " the " before " tonnage ".

(French text unchanged.)

Article 19.

France.

On the proposal of the French Government, the words " de ces deux parties " *in the last line but one of the French text* were replaced by the words " des deux parties ".

(English text unchanged.)

Article 21.

France.

A misprint in the French text was corrected : " Articles 21 " was replaced by " Article 21 ".

Articles 21, 32, 42, 53*a and* 73.

Japan.

The Sub-Committee first considered the rule proposed by Japan, but abandoned it because of the difficulties that would arise if a ship, having been measured according to certain units of length, had to be remeasured afterwards in another country where other units of length are in use.

Article 22.

France.

Considering the fact that, in the case indicated, extra sections are used instead of the regular section, the area of which could not be ascertained by direct measurement, the Sub-Committee did not think it advisable to strike out the word " subsidiary ".

Article 24.

Italy.

The Sub-Committee agrees with the observation of the Italian Government and decides to replace the word " measured " *in the third line* by " determined ".

Article 25.

Yugoslavia.

It seems to the Sub-Committee that there is some misunderstanding and it desires to point out that the spaces shown in Figures 30 and 31[1] between the ceiling and the tank-top are supposed to be occupied by wooden grounds and air-spaces.

Article 26.

Sweden.

(a) *General.*—The Sub-Committee sees no reason for changing the draft on account of the Swedish remark. It is to be understood that the draft has been arrived at after very long discussions and careful consideration by the Technical Committee.

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[1] See document C.176(*a*).M.65(*a*).1931.VIII.

France.

(a) 2.—The Sub-Committee does not think it superfluous to maintain the draft as it stands, in order to prevent as far as possible the introduction of special constructions exclusively made with a view to decreasing the tonnage depth and, therefore, cannot agree with the proposal to delete this provision.

Italy.

(a) 3.—If the depth of the longitudinal girders exceeds what is strictly necessary for access, the tonnage depth is to be taken to the top of floors, but it was not thought necessary to give a special indication to this effect, as it seems clear enough as it now stands.

Norway.

(a) 4 *and* 5.—The Norwegian proposal to use the wording " open floors " instead of " skeleton floors " is not accepted.

France.

(a) 5.—The remark of the French Government results from a mistake in the French draft, which was corrected as follows :

§ 5, *second line :* " d'une très grande hauteur " is replaced by " d'une hauteur anormale ".

Japan.

(a) 5.—The Japanese observation has been noted, but the Sub-Committee does not find any reason for amending the draft.

As to the second point raised, it is not clear exactly what construction the Japanese Government has in mind and, since in any case this only refers to exceptional cases, the Sub-Committee does not think it necessary to alter the draft.

Yugoslavia.

(a) 5, 6 *and* 8.—With regard to the comments of the Yugoslav Government, the Sub-Committee desires to point out that Figures 18, 20 and 21[1] exclusively relate to floors without a double-bottom.

With regard to the construction of a double-bottom according to Figure 19, the Sub-Committee is of opinion that both the figure and the paragraphs of the article relating thereto should be left unaltered. Difficulties with regard to measurement are not anticipated.

Italy.

(a) 10.—It is thought that the Italian requirements are sufficiently covered by the draft, seeing that the regulations for strength and safety should be interpreted in a wide sense.

Yugoslavia.

(a) 10.—As to the Yugoslav remark, the Sub-Committee thinks that the definition is satisfactory. The question might, however, be left open and decided by international agreements.

Japan and Sweden.

(b).—In the case indicated by Figure 25[1] the result of the Japanese and Swedish proposals would be the exemption from measurement of part of the peaks which might be available for stores, cargo or fuel; and is, therefore, not acceptable.

Article 27.

Italy.

Last §.—While recognising that the Italian observations are justified to a certain extent, the Sub-Committee did not find that the advantages that would accrue from the proposed amendment would outweigh the disadvantages.

Article 29.

Sweden.

§ 2.—The Sub-Committee agrees in substance, but thinks it unnecessary to make an express provision to this effect in the Regulations.

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[1] See document C.176(*a*).M.65(*a*).1931.VIII.

Article 33.

Norway, Sweden and Yugoslavia.

As already stated in the observations on Article 6, *the second phrase of Article* 33 : " The common interval is calculated . . . fifth decimal ", was deleted.

France.

In conformity with an observation made by the French Government, a drafting amendment was made in the footnote in the French text :

Second line : " d'un vaigrage " was replaced by " un vaigrage ".

(English text unchanged.)

Article 34.

Sweden.

The Sub-Committee is not of opinion that it is necessary to add more detailed regulations as to the method of measurement. If the Swedish Government thinks it advisable that such regulations be added, it would be appreciated if they would indicate more precisely what they desire.

Article 35.

Sweden.

The present wording appears to cover the case referred to by Sweden.

Article 36.

Japan.

This article is not intended to apply to the " stern-tube bossing ". The cubic capacity of such bossing should be ascertained separately and included in the under-deck tonnage.

Sweden.

A definite rule cannot be laid down as the position of the assumed line depends on the curvature of the ship's sides; therefore, each case should be dealt with on its merits.

Article 37.

Italy.

The method explained in Article 37 is the only one which is practised to the knowledge of the Sub-Committee. If, however, the method indicated by the Italian Government was used, the result would be practically the same.

Article 38.

Italy.

§ 2.—The method suggested in the Italian remark is that hitherto employed in the British system for ships with a double-bottom. The rule laid down in the draft was chosen as being simpler and easier to apply in practice.

Yugoslavia.

§ 2.—This comment appears to be based on a misunderstanding. Fig. 58[1] indicates that the lowest breadth should be measured on top of ceiling between the points where the curve commences, which seems to meet the wishes of the Yugoslav Government.

Article 40.

France.

In conformity with an observation made by the French Government, a misprint in the French text was corrected—*i.e.*, the word " quant " was replaced by the word " quand " *in the first line.*

Article 41.

Norway.

First §.—In view of certain comments made by the Norwegian Authority, the following modifications were made in the wording of the first sentence :

The word " calculated " was replaced by " ascertained " *in the first line,* and after " transverse section ", same line, the words " at its correct position " were inserted.

Japan and Yugoslavia.

Second §.—In conformity with observations made by the Japanese and Yugoslav Governments, the *last sentence* of the second paragraph was amended as follows :

After " by dividing the number of cubic feet by 100 " delete " or by dividing the number of cubic metres by 2.83 ". Put a full stop after " 100 " and add :

" If cubic metres are employed, these shall be converted into register tons by multiplying by 0.353."

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[1] See document C.176(*a*).M.65(*a*).1931.VIII.

Article 42.

Japan.

(b).[1] —Refused under 26 and also here.

(1).[1] —Refused as contrary to the general principle and involving practical difficulties particularly as the limit suggested is an arbitrary one.

(2).[1] —This seems impracticable, as the method proposed would result in many cases in a considerable difference in under-deck tonnage as compared with that obtained by the common practice in the vast majority of cases.

Italy, Japan, Sweden and Yugoslavia.

Second §.—It is agreed by the Sub-Committee that the comments from four countries on this point are not without foundation. The Sub-Committee did not, however, feel that it was in a position to propose a new draft on a point such as this, which might involve certain complications. It has been suggested that, should the length of the slopes exceed a certain fixed percentage of the tonnage length the under-deck tonnage might be ascertained without measuring in parts and that the results would not be unduly modified by such a procedure.

Article 43.

Norway.

In conformity with an observation made by the Norwegian Authority, the word " au-dessous " in the *first line of the last paragraph,* was replaced by " au-dessus ".

(English text unchanged.)

Article 44.

Italy and Yugoslavia.

The draft merely gives an example and countries are left free to prescribe which exact method should be used.

Norway.

§ 2 (a).—After discussion, the Sub-Committee decided not to accept the Norwegian proposal.

§ 4.—The Sub-Committee retained this observation and replaced the words " on prend " in the *first line of the second paragraph,* by " il conviendrait de prendre ".

(English text unchanged.)

Article 45.

The following misprints were corrected :

Third line : " (see Article 70) " was replaced by " (see Article 71) ".

Fourth line : " 15.25 metres " was replaced by " 15.24 metres ".

§ 6.—As a consequence of the alteration made in Article 41 (conversion of cubic metres into register tons), the Sub-Committee modified the *two last lines* of this paragraph to read as follows :

" The capacity in register tons is obtained by dividing the number of cubic feet by 100 or by multiplying the number of cubic metres by 0.353."

Japan and Sweden.

It is understood that, in some ports and canals, dues are levied on double-bottoms when available for carriage of cargo, stores or fuel, and, therefore, it would be undesirable to omit measuring double-bottom spaces.

Yugoslavia.

In conformity with an observation made by the Yugoslav Government, the *first sentence of the third paragraph of the French text* was amended as follows :

" La longueur de chaque compartiment est mesurée entre les varangues extrêmes. "

(English text unchanged.)

Article 46.

Yugoslavia.

The point raised by the Yugoslav Government is covered by Article 48.

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[1] These paragraphs refer to subdivisions in the Japanese observations.

Article 48.

Norway.

Method 1 (*c*).—The following footnote should be added after " overhead " in the *third line from below :*

" If the lower deck ends at the sternpost or in the neighbourhood thereof, the height at the sternpost shall be taken as representing the height of the after part."

Yugoslavia.

Method 3 (*a*).—Fig. 74[1] is only a diagram and does not represent half the deck. The ordinates Y indicate the breadths measured.

The proposed correction, which seems to be meant for Fig. 73 (not 75) is thought to be superfluous. As regards the observation on Fig. 74, see reply above. The suggestion in the last paragraph also seems superfluous in view of Article 49.

Article 49.

Norway.

In consequence of the corrections made to Article 48, the Norwegian amendment was judged to be no longer necessary.

Article 50.

Sweden.

The Sub-Committee was of opinion that the definition of a permanent superstructure must be left to the surveyors of each country, as an international definition would be too complicated —*e.g.*, when taking into account the different cases which might arise in respect of small primitive ships.

Yugoslavia.

Fourth line : Substitute for " Article 58 ", " Articles 57 and 58 ", in order to meet the remark.

Article 51.

Sweden.

This must also be left to the surveyors. No berths, banks, tables, etc., should be provided.

Article 53.

The following error was corrected in the English text :

§ 2, *fifth line :* Read " Length 1 " instead of " Length ".

(French text unchanged.)

Sweden.

§ 1.—The normal distance will generally be regarded to be between 2 and 3 feet, but tonnage surveyors are naturally expected to exercise their discretion in this matter.

The method indicated in Article 53 for measuring the height of superstructures is in full agreement with that given for the measurement of the height of 'tween-deck spaces in Article 48.

Norway.

§ 2.—To meet the Norwegian observation, footnote [1] was inserted after the word " lengths " *at the end of* § 2.—This footnote reads as follows :

" See footnote to Article 48."

Japan.

§ 3.—To meet the Japanese observation, footnote [2] was inserted after the words " of the present article " *at the end of the second paragraph* of § 3. This footnote reads as follows :

" In the case of a superstructure having the same breadth at all points of its length, it is sufficient to measure only one breadth."

Article 54.

Norway.

The Sub-Committee considered the first observation made by the Norwegian Authority, but did not think it necessary for the moment to make any change in the draft. With regard to the last paragraph of the Norwegian observations, the Sub-Committee decided to make the following drafting amendments :

Seventh line on page 32 : Replace the words in parentheses " (*i.e.*, in this case . . .) " by " (*i.e.*, in general . . .) ".

Paragraph 2 : Add, at the end of the *first line*, the words " footnote to paragraph 3 and ".

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[1] See document C.176(*a*).M.65(*a*).1931.VIII.

Article 55.

Japan.

First §.—The Sub-Committee thought it better not to grant this exemption, as it might lead to misuse.

Italy.

Second §.—This amendment is considered as superfluous as it is already the common practice to regard the hatchways referred to by Italy as ordinary cargo hatchways.

Article 56.

Sweden.

In the opinion of the Sub-Committee, Article 56 is sufficiently explicit.

Article 57.

The following misprints were corrected :

Paragraph 1, *third line :* " Article 74 " was replaced by " Article 77 ".

Further in the English text, a double space was inserted at *the end of the paragraph* 7 finishing with the words " (see Fig. 87) ", so as to indicate that the said paragraph ends with these words.

France.

§ 2.—If machinery is fitted in these places, exemption is provided for in paragraph 2 of Article 57, whether the ship is a passenger ship or not. In no other case may exemption from gross tonnage be granted under the proposed rules.

Sweden.

§ 2 *and* 4.—The observation is logical, but the text reflects the historical development and corresponds to the practice of the majority of maritime countries.

Italy.

§ 4.—The Sub-Committee is of opinion that the space mentioned by the Italian Government is included in the space referred to under 4. Moreover, in a large passenger liner, a considerable part of this space may be exempted under paragraph 2. The Sub-Committee, therefore, does not think it necessary to amend the text.

§ 7.— There seems to be no reason for adding these spaces to the exemptions already granted under the proposed rules, but in so far as they are appropriated to and used exclusively by the master and crew, they are to be deducted under the provisions of Articles 61 and 62.

Irish Free State.

§ 7, *paragraph* 2.—The Sub-Committee considers that the definition proposed by the Irish Free State would be still more arbitrary. Each case should be dealt with on its merits.

Norway.

Following a suggestion made by the Norwegian Authority, the words " of the spaces referred to in paragraphs 2 to 7 " were inserted after the word " measurements " in the *fourth sub-paragraph, on page* 34 *(of the English text).*

Article 58.

The following misprints were corrected in the French text :

First paragraph, fifth line : The words " de tels espaces " were replaced by " ces espaces ".

II (a), 2, *first line :* " S'il est demandé " were replaced by " si l'on demande ".

II (c), 3, *last line :* " (voir figure 85) " were replaced by " (voir figure 97) ".

(English text correct.)

Taking into account a practice accepted by certain countries (United Kingdom, Netherlands, Norway and Sweden), the Sub-Comittee *decided* to *add* the following footnote after the word " shifting-boards " in *II (c)* 2 : " Instead of wooden boards, panels made of steel channel-bars may be used."

Japan.

II (a).—The Sub-Committee, although realising that the proposed system may involve certain anomalies, still does not see its way to make any other proposal, since it is impossible to provide for every possible contingency. If, however, some Government or other authority wishes to levy dues on open spaces, nevertheless the proposed system may be used, since the proposed formulæ for tonnage certificates indicate the tonnage of all open spaces and all necessary details.

Sweden and Netherlands.

II (a).—The Sub-Committee, having considered the Netherlands and Swedish observations concerning II, came to the conclusion that it would be advisable to return to the common practice in most countries, and therefore to *delete the end of the paragraph* beginning with " but in no case ".

Italy.

II (b).—The Sub-Committee has noted with interest the Italian Government's proposal, but finds difficulty in expressing a definite opinion in the absence of details and figures.

Norway.

II (b), 2.—The Sub-Committee, on account of an observation from the Norwegian Authority, *deleted* the word " closed " in the *first line* of (*b*) 2.

II (c), 1 *(i).*—The Sub-Committee proposes to *delete* " minimum " and *add* " at most " after " 0.610 metre ".

II (c), 1 *(ii).*—The following phrase is *added* at the *end of the paragraph :*

" If a coaming is fitted, its height shall not exceed 2 feet, or 0.610 metre at most. "

II (c), 2.—The Sub-Committee, in view of the fact that, in the majority of countries it is not permitted to close tonnage openings and bulkheads by shifting-boards together with loose plates, did not see its way to meet this recommendation.

France.

II (c), 3.—On account of a proposal made by the French Government, the word " d'hiloires " was replaced by " de seuils " in the *fourth line;* in the relevant *footnote*, the word " hiloires " was replaced by " seuils ".

Norway and Sweden.

II (c), 4.—The Sub-Committee, while realising the reasons for the objection made by the Norwegian Authority and the Swedish Government does not see its way, under present circumstances, to propose any alteration in the present rule.

Sweden.

II (c), 5.—The Sub-Committee, while realising that some small difficulties may arise as a result of the rule laid down in this paragraph, does not think it advisable to propose any alteration in the text.

Norway.

II (d).—On account of an observation made by the Norwegian Authority, the French text was completed by the following paragraph :

" *d)* Dispositions générales.

" 1. Toutes les ouvertures de tonnage en raison desquelles il est réclamé une exemption de jauge brute devront être situées de manière à être exposées aux intempéries et à la mer.

" 2. Les dimensions des ouvertures de tonnage susmentionnées servent à calculer l'aire minimum dégagée d'une ouverture; par conséquent, la longueur minimum doit exister sur toute la largeur minimum (voir figure 100) ou la hauteur minimum sur toute la longueur minimum (voir figures 92 et 93).

" 3. En déterminant les dimensions des ouvertures de tonnage, on tiendra compte des barres, chandeliers, crapaudines, etc., qui font saillie, car ils diminuent l'aire dégagée de ces ouvertures. Toutefois, dans le cas des ouvertures latérales, les pannes des membrures d'attache au bordé peuvent empiéter sur la surface libre des ouvertures (voir figures 92 et 93). "

(The French version was thus brought into harmony with the English text.)

Sweden.

II (d), 1.—The Sub-Committee realises that the observation is logically justified, but the generally admitted interpretation is that these openings are regarded as open to weather and sea.

Article 59.

Japan.

Same reply as to Article 58.

Article 60.

Japan and Sweden.

The Sub-Committee reconsidered this article in the light of the observations made by the Japanese and Swedish Governments and came to the conclusion that *both the footnote and paragraph 2 should be deleted* and the matters in question be left to the national legislation.

Sweden.

It is naturally understood that Article 60 does not affect any country's right to issue special orders in respect of inland navigation or its national coasting trade.

Articles 61 *and* 62 (general).

Japan.

Third § *of Article* 61 *and Fifth* § *of Article* 62.—The term " adjacent " should be read in the light of the footnote. Therefore, a change in the wording of this article does not seem necessary.

Sweden.

Second § *of Article* 61 *and Fourth* § *of Article* 62.—If the vessel is not to be regarded as a passenger ship within the meaning of Article 64, saloons may, in general, be regarded as officers' mess-rooms, unless there are already separate mess-rooms for officers and for engineers on board the ship.

Article 61.

France.

First §.—The Sub-Committee, after considering the French proposal, was of opinion that the present text of this article is less liable to misuse than that suggested.

Norway.

Third §.—In conformity with an observation made by the Norwegian Authority, the Sub-Committee *deleted* " and " before " bathroom " and *added* " an office and wardrobes ".

Article 62.

Norway.

In conformity with an observation made by the Norwegian Authority, the Sub-Committee *deleted* " intended " before " voyage " in the *third line of the second paragraph,* and put " wardrobe " in plural in the *second line of the fourth paragraph.* It further placed a footnote after " pursers " in the *third line of the last paragraph.* This footnote reads as follows : " Or officers acting as such ".

Italy.

The comment is not clear, since the point would appear to be covered by Article 63.

Article 63.

The following misprints were corrected in the French text :

Second paragraph, seventh line : The words " (voir figure 103) " were replaced by " (voir figure 102) ".

Second paragraph, tenth line : The words " (voir figure 104) " were replaced by " (voir figure 103) ".

Sweden.

The Sub-Committee was of the opinion that the observations made by the Swedish Government with regard to spaces used for heating, lighting and ventilation of crew spaces are covered by Article 57, paragraphs 2 and 5, and by the first two lines of Article 62. The observation concerning fresh-water tanks and sanitary tanks is not quite clear to the Sub-Committee. It seems to the Sub-Committee that the point raised concerning fresh-water tanks is covered by the third paragraph.

Norway.

First §.—In conformity with an observation made by the Norwegian Authority, the Sub-Committee decided to *add,* in the *first paragraph,* after " cargo ship ", " a medicine locker and, ".

Italy.

Second §.—Since the Technical Committee arrived at this draft, which gives references to figures, after very long and careful consideration, and since Italy has no objection to the principle, the Sub-Committee sees no reason for a change.

Norway.

Second §.—The Sub-Committee, while understanding the reasons for the observation, does not consider it possible to accept the Norwegian suggestion.

Yugoslavia.

Second §.—In the opinion of the Sub-Committee, the Yugoslav observation is met by the draft.

Japan.

Third §.—Same reply as to Norway, under second §.

Article 64.

First §.—The Sub-Committee, realising that several nations desire a somewhat more liberal conception as to the number of spare berths which might be available in a cargo ship, proposes to make a small amendment in the first paragraph to the draft to this effect. This paragraph should therefore read as follows :

> " Spare rooms shall not be deducted. The existence, however, of two spare rooms for the use, *e.g.*, of pilots or extra officers will not be considered as rendering the ship a passenger ship, on condition that the said spare rooms are fitted with not more than four berths in all, including sofa-berths. "

Japan and Italy.

General.—The Sub-Committee does not see its way to accept the suggestion that a ship shall be considered as a passenger ship if it carries more than twelve passengers, and considers that the definition of a passenger ship need not necessarily be the same in two conventions of different scope. It is pointed out that, in order to make the rules more elastic, the number of spare rooms has been increased to two.

Italy.

The point raised in the last paragraph but one of the Italian observations seems to be covered, since the word " intended " has been deleted in paragraph 2 of Article 62.

Norway.

Second paragraph.—The word " provision-room " has been *inserted* after " bakery " in the *second line*, to meet the suggestion made by the Norwegian Authority.

The answer to the second point raised by Norway is in the affirmative if the conditions laid down in the second paragraph of Article 64, the first paragraph of Article 62 and the third paragraph of Article 63, are complied with.

Article 65.

The following misprints were corrected in the English text :

First paragraph, first line : read " shall," not " shalls ".
First paragraph, second line : read " spaces " not " space,".

(French text unchanged.)

France.

Second §.—On account of an observation made by the French Government, the words " se composent de " in the *second line of the second paragraph* were replaced by " sont les suivants ".

(English text unchanged.)

Article 66.

France.

First paragraph.—Same reply as under Article 61.

Article 67.

Italy.

Second paragraph.—In the opinion of the Sub-Committee, the point raised by the Italian Government is covered by Article 79 in the case mentioned by this Government—*i.e.*, if a donkey-boiler is used for heating fuel-oil, it should be considered as part of the propelling machinery.

France.

Last paragraph, second line.—The " above conditions " was deliberately put in the plural because it was intended to apply to all the conditions laid down in Article 67 and not only to the preceding sentence.

Article 68.

Japan and Norway.

General.—The Sub-Committee is of opinion that some maximum should be fixed in order to prevent misuse. In the case of large ships, however, while maintaining the percentage of gross tonnage laid down, the Sub-Committee is of opinion that a more liberal allowance in tons than is actually stated in the draft Regulations may perhaps be given.

France.

First §.—On account of an observation made by the French Government under Article 78, the following addition was made in the *first paragraph, third line :* after the words " cargo pumps " the following words were *added :* " or transfer pumps for liquid fuel situated outside the boundaries of the propelling machinery space ", and the word " all " was *inserted* after the word " provided " in the same line.

Article 69.

Italy.

Third §.—In conformity with an observation made by the Italian Government, the word " store " in the *first line of the third paragraph,* was put in plural.

Last §.—In order to make the text clearer, the Sub-Committee further decided to insert, after the words " fishing and hunting ships " in the *first line of the last paragraph,* the words : " (*e.g.*, whalers and sealers) ".

Article 70.

The following misprint in the English text was corrected :

Paragraph 3, *last line :* Replace " Article 68 " by " Article 69 ".

(French text unchanged.)

Japan.

Paragraph 2.—The draft being already more liberal than the general practice, there does not seem to be any reason for altering it.

Article 71.

Italy, Japan, Norway and Sweden.

In view of the objections raised by certain countries, the Sub-Committee considers that limits for the deduction for water-ballast tanks might be less strict, but does not feel justified in making any definite proposal.

Sweden.

Second paragraph.—In the opinion of the Sub-Committee, experience has shown that the provision concerning an application in writing from the owner is likely to prevent misuse.

France and Italy.

Ad (a).—There is a mistake in the French version; the *last line* of *Ad (a)* should read : " les membrures à la hauteur du plafond des water-ballasts ".

(English text correct.)

Japan and Sweden.

Ad (a) and *Ad (b).*—The Sub-Committee decided not to accept the suggestions of the Japanese and Swedish Governments, since some indications as to the spaces to be dealt with need to be given.

Italy.

Ad (b).—While realising the reasons for the Italian comments on this point, the Sub-Committee, for practical reasons, does not think it advisable to alter the draft.

Norway.

Ad (b) and *Ad (c).*—On account of the suggestion made by the Norwegian Authority, the words " or oil for motor cooling, water " were *added* after the *third line* in *Ad (b),* and in *Ad (c), third paragraph,* the words " or oil " were *added* after " for water " and " water for " after " cooling, ".

Italy and Sweden.

Ad (c).—In the light of the observations made, the Sub-Committee altered paragraph 1, *Ad (c)* to read :

" The manholes shall have an area not exceeding 2.5 square feet or 0.255 square metre ".

As concerns the addition proposed by the Italian Government at the end of *Ad (c)*, the case seems to be covered by paragraph *(c)*.

Italy.

Ad (c), second paragraph.—The Sub-Committee carefully considered and discussed the Italian proposal as to coffer-dams, but finally came to the conclusion that it was not advisable to alter the proposed regulations.

Netherlands and Norway.

The Sub-Committee thought it advisable to *replace* the graph on page 47 by a table (see Annex 2).

Article 73.

The following misprint was corrected in the *second line* (English and French versions) : instead of " Articles 61 to 64 ", read " Articles 61 to 63 ".

Italy.

First paragraph.—Though theoretically logical, the adoption of the Italian proposal would be contrary to the common practice.

Sweden.

First paragraph.—The Swedish comment on the first paragraph is not understood by the Sub-Committee as, in its opinion, the case raised is covered by Article 72 and the first paragraph of Article 73.

Yugoslavia.

First paragraph.—In the light of the Yugoslav observations, the first paragraph of Article 73 was amended as follows : *insert* in the *seventh line,* after the words " frames and ", the words " if the space involved has a bulkhead in common with a superstructure of which it forms part, to the inner edges ". (Figure 106 is amended accordingly.) (See Annex 3.)

As to the remark concerning the limitation of water-ballast spaces, the Sub-Committee refers to the reply under Article 71, first paragraph.

Article 75.

Italy.

The Sub-Committee considers that the latitude requested by the Italian Government, if granted, might place the authorities in an awkward position and, therefore, prefers to maintain the draft.

Footnote to paragraph 3.—In order to meet the remark on note 2, the word " special " has been *inserted* before " fire-pump " in this footnote.

Japan, Sweden and Yugoslavia.

For the reasons given on pages 19 and 20 of the main report,[1] the Sub-Committee considered that no change is advisable.

Japan.

Paragraph 3.—The Sub-Committee, while realising that, logically, the present traditional system gives rise to objection, does not see its way to alter the draft.

Article 76.

The following misprint was corrected :

Ad (a), (b) and (c), second paragraph, last line : The words " (see Figs. 98 and 99) " were replaced by " (see Figs. 108 and 109) ".

Italy.

First §.—In the light of an observation from Italy, the Sub-Committee decided to replace " may include " by " includes " in the *first line.*

[1] Document C.138.M.31.1928.VIII.

Japan.

(d).—In view of the opinion taken by the Sub-Committee with regard to the principle for deduction for propelling-machinery space, it does not seem possible to accept the Japanese suggestion.

Article 78.

Italy and Netherlands.

The Sub-Committee decided to *add* " main " before " boilers " in A (3).

A (6) *(a)*.—The Sub-Committee, while realising that A (6) (a) gives rise to certain difficulties in practice and should be reconsidered later, does not feel that it should make any other proposal for alteration than the *deletion* of the following words in parentheses : "(not including motor ships with internal combustion machinery) ".

Japan.

A (6) *(a)*.—The Japanese comment seems to be based on a misunderstanding, since " settling-tanks " and " tanks for lubricating oil " are distinctly different.

France.

A (6) *(n)*.—An addition was made to Article 68 in order to meet the French point.

Sweden.

B.—The Sub-Committee, considering the fact that this article was drafted with the full approval of the Technical Committee and provides useful guidance to surveyors, sees no reason to alter the draft.

Article 80.

On page 53 of the English text, *fourth paragraph, last line but one,* the following misprint was corrected :

Read : " amidships " instead of " admidships ".

The following further misprint was corrected :

End of first paragraph of paragraph (3) : Read " (see Figures 111 and 118) ", instead of " (see Figures 110 and 118) ".

(French text correct.)

Article 81.

Yugoslavia.

General.—In view of the opinion taken by the Sub-Committee with regard to the principle for deduction for propelling-machinery space, it does not seem possible to accept the Yugoslav suggestion.

Japan.

(a) (1).—The Sub-Committee thinks that no great objection can be raised against the Japanese observation, which is compatible with the present wording of the article.

France.

(a) (5).—The Sub-Committee does not share the French Government's views on the danger that would arise out of the exception referred to, but the setting up of an international body exceeds its competence.

Sweden.

(b) (4).—If this remark is correctly understood, it relates to paragraph *(b)* (4), and if such is the case, it may be observed that a platform in an escape trunk will not influence the inclusion of such trunks in the propelling-machinery space.

Norway.

(c) (2).—The question of the inclusion in the gross tonnage of the portions of the spaces referred to in *(c)* (2) which do not fulfil the requirements of *(c)* (2) (i) and (ii) had been raised, but the Sub-Committee did not feel that it could make any concrete proposal in the matter.

Article 82.

Yugoslavia.

While realising that there are certain mathematical considerations in favour of the method proposed by the Yugoslav Government, the Sub-Committee does not consider that the draft should be altered, as it implies fewer calculations and gives approximately the same result.

In order to make the draft clearer, the Sub-Committee decided to *add* the word " arithmetic " before " mean " in the *first line of the last paragraph.*

Article 83.

France and Norway.

In view of the observations made, certain figures in the tables (pages 57-59) were corrected (see Annex 4).

Japan.

(See answer to Article 75.)

Article 90.

Japan.

General.—As to the registered dimensions, the Sub-Committee was well aware of the fact that several proposals of almost equal value could be made, but, after consideration, did not think it necessary to alter the draft.

France.

Paragraph 3.—With regard to the French remark on the depth, the following error in the French version has been corrected in order to bring it into harmony with the English text :

Last line : After the word " tôles ", read " ou des planches du bordé (voir figure 129) ".

Tables I B, II A, II B, III A, III B, IV A, IV B and Examples for Application.

The Sub-Committee made certain corrections and additions to the above tables (see Annex 5).

Table V B.

France.

The Sub-Committee considers that, for practical reasons, the table should be maintained as it stands, as countries using the English unit of length are accustomed to use twentieths of feet when measuring ships.

Figures annexed to the Draft Regulations.

The Sub-Committee noted the remarks made by the French Government as well as by the Norwegian Authority with regard to the Figures, and instructed the Secretariat to take them into account in view of a future edition.

ANNEX 1.

[*Published separately.*]

ANNEX 2.

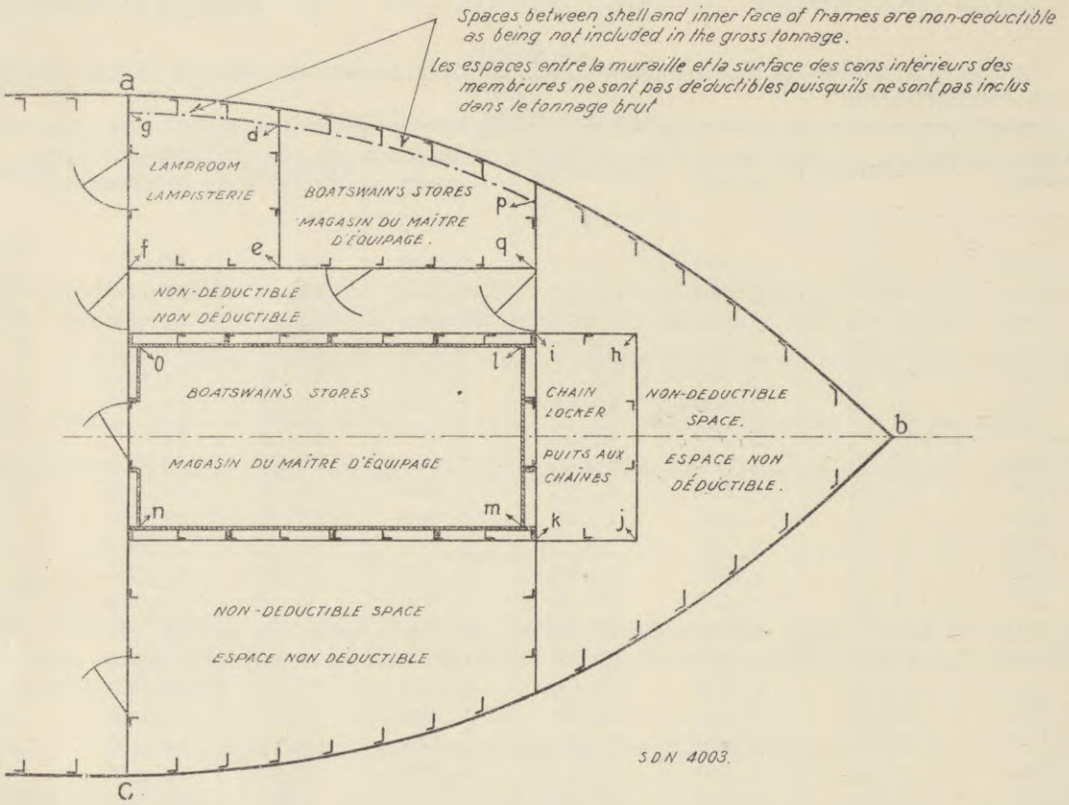
TABLE REPLACING THE GRAPH (PAGE 47 OF THE DRAFT REGULATIONS) INDICATING THE MAXIMUM ALLOWANCE FOR WATER-BALLAST AS PERCENTAGE OF GROSS TONNAGE (WHICH OUGHT TO BE REVISED IN A MORE LIBERAL WAY ACCORDING TO THE OPINION OF THE SUB-COMMITTEE).

The spaces available for water-ballast which are to be taken into account include the double-bottom compartments.

Gross tonnage	Percentage	Gross tonnage	Percentage	Gross tonnage	Percentage	Gross tonnage	Percentage
1,000	17.00	3,300	14.17	6,200	11.49	10,800	8.44
1,100	16.86	3,400	14.07	6,400	11.33	11,000	8.33
1,200	16.72	3,500	13.96	6,600	11.17	11,200	8.22
1,300	16.58	3,600	13.85	6,800	11.02	11,400	8.12
1,400	16.45	3,700	13.75	7,000	10.87	11,600	8.02
1,500	16.32	3,800	13.65	7,200	10.73	11,800	7.92
1,600	16.19	3,900	13.55	7,400	10.59	12,000	7.82
1,700	16.06	4,000	13.45	7,600	10.45	12,200	7.72
1,800	15.94	4,100	13.35	7,800	10.31	12,400	7.62
1,900	15.81	4,200	13.25	8,000	10.17	12,600	7.53
2,000	15.68	4,300	13.15	8,200	10.03	12,800	7.44
2,100	15.55	4,400	13.05	8,400	9.89	13,000	7.35
2,200	15.43	4,500	12.96	8,600	9.76	13,200	7.26
2,300	15.31	4,600	12.87	8,800	9.63	13,400	7.17
2,400	15.19	4,700	12.78	9,000	9.50	13,600	7.08
2,500	15.07	4,800	12.69	9,200	9.37	13,800	6.99
2,600	14.95	4,900	12.60	9,400	9.25	14,000	6,90
2,700	14.84	5,000	12.51	9,600	9.13	14,200	6.82
2,800	14.72	5,200	12.33	9,800	9.01	14,400	6.74
2,900	14.61	5,400	12.16	10,000	8.89	14,600	6.66
3,000	14.50	5,600	11.99	10,200	8.77	14,800	6.58
3,100	14.39	5,800	11.82	10,400	8.66	15,000	6.50
3,200	14.28	6,000	11.65	10,600	8.55		

ANNEX 3.

FIGURE REPLACING FIGURE 106 REPRODUCED PAGE 43 OF DOCUMENT C.176(a)M.65(a).1931.VIII.



a b c is a part of a 'tween-deck.

o l m n (boatswain's stores) measured between the linings,

g d e f (lamp room) and *e d p q* (boatswain's stores) measured to the inner surface of frames and to the partitions respectively, and

i h j k (chainlocker) measured to the partitions, shall be deducted.

ANNEX 4.

EXAMPLES 1 AND 2 OF THE APPLICATION OF THE PROVISIONS CONCERNING THE DEDUCTION FOR PROPELLING-MACHINERY SPACES, REPLACING THE EXAMPLES REPRODUCED ON PAGES 57-59 OF DOCUMENT C.176.M.65.1931.VIII.

Example 1.

Cubic capacity of actual machinery space = 160 tons (453.26 m³).
Total cubic capacity of space on or above the upper deck (light and air casings, etc.) = 65 tons (184.14 m³).
Aggregate cubic capacity of hatchways = 25 tons (70.82 m³).

	A. *The owner requests no space on or above the upper deck to be included in the gross tonnage and added to the actual machinery space.*
	The cubic capacity of the actual machinery space does not exceed 13 per cent of the gross tonnage. Consequently, the deduction for propelling-machinery space will be 160 × 1.75 = 280 tons (453.26 × 1.75 = 793.21 m³).
Underdeck tonnage	1,350.00 tons (3,824.36 m³)
Space above the tonnage deck.....	200.00 tons (566.57 m³)
Space on or above the upper deck (light and air casings, etc.).....	
Excess of hatchways.....	17.25 tons (48.87 m³)
Gross tonnage	1,567.25 tons (4,439.80 m³)
Deductions other than deduction for propelling-machinery space..	120.00 tons (339.94 m³)
Remainder	1,447.25 tons (4,099.86 m³)
Deduction for propelling-machinery space	280.00 tons (793.21 m³)
Net tonnage	1,167.25 tons (3,306.65 m³)

B. *The owner requests as much space as possible on or above the upper deck to be added to the actual machinery space and included in the gross tonnage, the latter not exceeding* 1,600.00 *tons* (4,532.58 m³).	C. *The owner requests the necessary cubic capacity of spaces on or above the upper deck to be included in the gross tonnage and added to the actual machinery space in order to obtain the* 32 *per cent deduction.*
32.89 tons (93.17 m³) of the space on or above the upper deck is added to the actual machinery space and included in the gross tonnage 160.00 + 32.89 = 192.89 tons (453.26 + 93.17 = 546.43 m³) does not exceed 13 per cent of the gross tonnage. Consequently, the deduction for propelling-machinery space will be 192.89 × 1.75 = 337.56 tons (546.43 × 1.75 = 956.25 m³).	50.28 tons (142.44 m³) of the space on or above the upper deck is included in the gross tonnage and added to the actual machinery space 160.00 + 50.28 = 210.28 tons (453.26 + 142.44 = 595.70 m³). 13 per cent of the gross tonnage = 210.25 tons (595.60 m³). Consequently, the deduction for propelling-machinery space will be 32 per cent of the gross tonnage.
1,350.00 tons (3,824.36 m³)	1,350.00 tons (3,824.36 m³)
200.00 tons (566.57 m³)	200.00 tons (566.57 m³)
32.89 tons (93.17 m³)	50.28 tons (142.44 m³)
17.09 tons (48.41 m³)	17.00 tons (48.16 m³)
1,599.98 tons (4,532.51 m³)	1,617.28 tons (4,581.53 m³)
120.00 tons (339.94 m³)	120.00 tons (339.94 m³)
1,479.98 tons (4,192.57 m³)	1,497.28 tons (4,241.59 m³)
337.56 tons (956.25 m³)	517.53 tons (1,466.09 m³)
1,142.42 tons (3,236.32 m³)	979.75 tons (2,775.50 m³)

Example 2.

Cubic capacity of actual machinery space = 360 tons (1,019.83 m³).
Total cubic capacity of space on or above the upper deck (light and air casing, etc.) = 105 tons (297.45 m³).
Aggregate cubic capacity of hatchways = 30 tons (84.99 m³).

	A. *The owner requests no space on or above the upper deck to be included in the gross tonnage and added to the actual machinery space.*
	The cubic capacity of the actual machinery space is above 13 per cent and under 20 per cent of the gross tonnage. Consequently, the deduction for propelling-machinery space will be 32 per cent of the gross tonnage.
Under-deck tonnage	1,630.00 tons (4,617.56 m³)
Space above the tonnage deck.....	280.00 tons (793.20 m³)
Space on or above the upper deck (light and air casings, etc.).....	
Excess of hatchways.....	20.45 tons (57.93 m³)
Gross tonnage	1,930.45 tons (5,468.69 m³)
Deductions other than deduction for propelling-machinery space	190.00 tons (538.24 m³)
Remainder	1,740.45 tons (4,930.45 m³)
Deduction for propelling-machinery space	617.74 tons (1,749.98 m³)
Net tonnage	1,122.71 tons (3,180.47 m³)

B. *The owner requests as much space as possible on or above the upper deck to be added to the actual machinery space and included in the gross tonnage, the latter not exceeding 2,000.00 tons (5,665.72 m³).*	C. *The owner requests the total cubic capacity of space on or above the upper deck to be included in the gross tonnage and added to the actual machinery space.*
69.88 tons (197.96 m³) of the space on or above the upper deck is added to the actual machinery space and included in the gross tonnage 360.00 + 69.88 = 429.88 tons (1,019.83 + 197.96 = 1,217.79 m³) is more than 20 per cent of the gross tonnage. Consequently, the deduction for propelling-machinery space will be 429.88 × 1.75 = 752.29 tons (1,217.79 × 1.75 = 2,131.13 m³).	105 tons (297.45 m³) is included in the gross tonnage and added to the actual machinery space. 360.00 + 105.00 = 465.00 tons (1,019.83 + 297.45 = 1,317.28 m³) is more than 20 per cent of the gross tonnage. Consequently, the deduction for propelling-machinery space will be 465.00 × 1.75 = 813.75 tons (1,317.28 × 1.75 = 2,305.24 m³).
1,630.00 tons (4,617.56 m³)	1,630.00 tons (4,617.56 m³)
280.00 tons (793.20 m³)	280.00 tons (793.20 m³)
69.88 tons (197.96 m³)	105.00 tons (297.45 m³)
20.10 tons (56.94 m³)	19.92 tons (56.43 m³)
1,999.98 tons (5,665.66 m³)	2,034.92 tons (5,764.64 m³)
190.00 tons (538.24 m³)	190.00 tons (538.24 m³)
1,809.98 tons (5,127.42 m³)	1,844.92 tons (5,226.40 m³)
752.29 tons (2,131.13 m³)	813.75 tons (2,305.24 m³)
1,057.69 tons (2,996.29 m³)	1,031.17 tons (2,921.16 m³)

Scheme of Calculation.

Gross tonnage exclusive of light and air space and hatchways		1,550.00
Excess of hatchways (based on the above gross tonnage)		17.25
Gross tonnage, inclusive of excess of hatchways and exclusive of light and air space		1,567.25
13 % of 1,567.25 tons	203.74	
Machinery space below upper deck	160.00	
Difference	43.74	
14.95 % of difference	6.54	
Difference plus 14.95 % of itself	50.28	50.28
Gross tonnage inclusive of light and air space and of temporary excess of hatchways		1,617.53
Additional exemption for hatchways; account of light and air spaces = ½ % of 50.28		0.25
		1,617.28
13 % of the gross tonnage 1,617.28 =		210.25
Machinery space below upper deck		160.00
Light and air spaces		50.28
Sum...		210.28

ANNEX 5

ERRATA AND ADDENDA TO TABLES I B, II A, II B, III A, III B, IV A, IV B, AND EXAMPLES OF THE APPLICATION OF THESE TABLES REPRODUCED IN DOCUMENT C. 176. M. 65. 1931. VIII.

Addendum au Tableau I B

INDIQUANT EN PIEDS L'INTERVALLE COMMUN ET LE TIERS DE L'INTERVALLE COMMUN ENTRE LES LARGEURS POUR DIFFÉRENTES « HAUTEURS DE TONNAGE ».

La «hauteur de tonnage» au milieu de la longueur de tonnage *excède* 16 pieds.

Addendum to Table I B

INDICATING IN FEET COMMON INTERVALS AND ONE-THIRD OF COMMON INTERVALS BETWEEN THE BREADTHS CORRESPONDING TO DIFFERENT TONNAGE DEPTHS.

The tonnage depth at the middle of the tonnage length *exceeds* 16 feet.

Hauteur de tonnage Tonnage depth	1/6 hauteur de tonnage 1/6 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	Hauteur de tonnage Tonnage depth	1/6 hauteur de tonnage 1/6 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	Hauteur de tonnage Tonnage depth	1/6 hauteur de tonnage 1/6 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	Hauteur de tonnage Tonnage depth	1/6 hauteur de tonnage 1/6 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths
46,00	7,666	2,56	**47**,00	7,833	2,61	**48**,00	8,000	2,67	**49**,00	8,166	2,72
,05	7,675	2,56	,05	7,841	2,61	,05	8,008	2,67	,05	8,175	2,73
,10	7,683	2,56	,10	7,850	2,62	,10	8,016	2,67	,10	8,183	2,73
,15	7,691	2,56	,15	7,858	2,62	,15	8,025	2,68	,15	8,191	2,73
,20	7,700	2,57	,20	7,866	2,62	,20	8,033	2,68	,20	8,200	2,73
,25	7,708	2,57	,25	7,875	2,63	,25	8,041	2,68	,25	8,208	2,74
,30	7,716	2,57	,30	7,883	2,63	,30	8,050	2,68	,30	8,216	2,74
,35	7,725	2,58	,35	7,891	2,63	,35	8,058	2,69	,35	8,225	2,74
,40	7,733	2,58	,40	7,900	2,63	,40	8,066	2,69	,40	8,233	2,74
,45	7,741	2,58	,45	7,908	2,64	,45	8,075	2,69	,45	8,241	2,75
,50	7,750	2,58	,50	7,916	2,64	,50	8,083	2,69	,50	8,250	2,75
,55	7,758	2,59	,55	7,925	2,64	,55	8,091	2,70	,55	8,258	2,75
,60	7,766	2,59	,60	7,933	2,64	,60	8,100	2,70	,60	8,266	2,76
,65	7,775	2,59	,65	7,941	2,65	,65	8,108	2,70	,65	8,275	2,76
,70	7,783	2,59	,70	7,950	2,65	,70	8,116	2,71	,70	8,283	2,76
,75	7,791	2,60	,75	7,958	2,65	,75	8,125	2,71	,75	8,291	2,76
,80	7,800	2,60	,80	7,966	2,66	,80	8,133	2,71	,80	8,300	2,77
,85	7,808	2,60	,85	7,975	2,66	,85	8,141	2,71	,85	8,308	2,77
,90	7,816	2,61	,90	7,983	2,66	,90	8,150	2,72	,90	8,316	2,77
,95	7,825	2,61	,95	7,991	2,66	,95	8,158	2,72	,95	8,325	2,78
50,00	8,333	2,78									
,05	8,341	2,78									
,10	8,350	2,78									
,15	8,358	2,79									
,20	8,366	2,79									
,25	8,375	2,79									
,30	8,383	2,79									
,35	8,391	2,80									
,40	8,400	2,80									
,45	8,408	2,80									
,50	8,416	2,81									
,55	8,425	2,81									
,60	8,433	2,81									
,65	8,441	2,81									
,70	8,450	2,82									
,75	8,458	2,82									
,80	8,466	2,82									
,85	8,475	2,83									
,90	8,483	2,83									
,95	8,491	2,83									

(Nouveau) Tableau II A

INDIQUANT EN MÈTRES L'INTERVALLE COMMUN ET LE TIERS DE L'INTERVALLE COMMUN ENTRE LES LARGEURS POUR DIFFÉRENTES « HAUTEURS DE TONNAGE ».

La « hauteur de tonnage » au milieu de la longueur de tonnage *n'excède pas* 4 m. 88.

(New) Table II A

INDICATING IN METRES COMMON INTERVALS AND ONE-THIRD OF COMMON INTERVALS BETWEEN THE BREADTHS CORRESPONDING TO DIFFERENT TONNAGE DEPTHS.

The tonnage depth at the middle of the tonnage length *does not exceed* 4.88 metres.

Hauteur de tonnage Tonnage depth	1/4 hauteur de tonnage 1/4 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	Hauteur de tonnage Tonnage depth	1/4 hauteur de tonnage 1/4 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	Hauteur de tonnage Tonnage depth	1/4 hauteur de tonnage 1/4 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	Hauteur de tonnage Tonnage depth	1/4 hauteur de tonnage 1/4 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths
0.50	0.1250	0.04	0.70	0.1750	0.06	0.90	0.2250	0.08	1.10	0.2750	0 09
0.51	0.1275	0.04	0.71	0.1775	0.06	0.91	0.2275	0.08	1.11	0.2775	0.09
0.52	0.1300	0.04	0.72	0.1800	0.06	0.92	0.2300	0.08	1.12	0.2800	0.09
0.53	0.1325	0.04	0.73	0.1825	0.06	0.93	0.2325	0.08	1.13	0.2825	0.09
0.54	0.1350	0.05	0.74	0.1850	0.06	0.94	0.2350	0.08	1.14	0.2850	0.10
0.55	0.1375	0.05	0.75	0.1875	0.06	0.95	0.2375	0.08	1.15	0.2875	0.10
0.56	0.1400	0.05	0.76	0.1900	0.06	0.96	0.2400	0.08	1.16	0.2900	0.10
0.57	0.1425	0.05	0.77	0.1925	0.06	0.97	0.2425	0.08	1.17	0.2925	0.10
0.58	0.1450	0.05	0.78	0.1950	0.07	0.98	0.2450	0.08	1.18	0.2950	0.10
0.59	0.1475	0.05	0.79	0.1975	0.07	0.99	0.2475	0.08	1.19	0.2975	0.10
0.60	0.1500	0.05	0.80	0.2000	0.07	1.00	0.2500	0.08	1.20	0.3000	0.10
0.61	0.1525	0.05	0.81	0.2025	0.07	1.01	0.2525	0.08	1.21	0.3025	0.10
0.62	0.1550	0.05	0.82	0.2050	0.07	1.02	0.2550	0.09	1.22	0.3050	0.10
0.63	0.1575	0.05	0.83	0.2075	0.07	1.03	0.2575	0.09	1.23	0.3075	0.10
0.64	0.1600	0.05	0.84	0.2100	0.07	1.04	0.2600	0 09	1.24	0.3100	0 10
0.65	0.1625	0.05	0.85	0.2125	0.07	1.05	0.2625	0.09	1.25	0.3125	0.10
0.66	0.1650	0.06	0.86	0.2150	0.07	1.06	0.2650	0.09	1.26	0.3150	0.11
0.67	0.1675	0.06	0.87	0.2175	0.07	1.07	0.2675	0.09	1.27	0.3175	0.11
0.68	0.1700	0.06	0.88	0.2200	0.07	1.08	0.2700	0.09	1.28	0.3200	0.11
0.69	0.1725	0.06	0.89	0.2225	0.07	1.09	0.2725	0.09	1.29	0.3225	0.11
1.30	0.3250	0.11	1.50	0.3750	0.13	1.70	0.4250	0.14	1.90	0.4750	0.16
1.31	9.3275	0.11	1.51	0.3775	0.13	1.71	0.4275	0.14	1.91	0.4775	0.16
1.32	0.3300	0.11	1.52	0.3800	0.13	1.72	0.4300	0.14	1.92	0.4800	0.16
1.33	0.3325	0.11	1.53	0.3825	0.13	1.73	0.4325	0.14	1.93	0.4825	0.16
1.34	0.3350	0.11	1.54	0.3850	0.13	1.74	0.4350	0.15	1.94	0.4850	0.16
1.35	0.3375	0.11	1.55	0.3875	0.13	1.75	0.4375	0.15	1.95	0.4875	0.16
1.36	0.3400	0.11	1.56	0.3900	0.13	1.76	0.4400	0.15	1.96	0.4900	0.16
1.37	0.3425	0.11	1.57	0.3925	0.13	1.77	0.4425	0.15	1.97	0.4925	0.16
1.38	0.3450	0.12	1.58	0.3950	0.13	1.78	0.1450	0.15	1.98	0.4950	0.17
1.39	0.3475	0.12	1.59	0.3975	0.13	1.79	0.4475	0.15	1.99	0.4975	0.17
1.40	0.3500	0.12	1.60	0.4000	0.13	1.80	0.4500	0.15	2.00	0.5000	0.17
1.41	0.3525	0.12	1.61	0.4025	0.13	1.81	0.4525	0.15	2.01	0.5025	0.17
1.42	0.3550	0.12	1.62	0.4050	0.14	1.82	0.4550	0 15	2.02	0.5050	0.17
1.43	0.3575	0.12	1.63	0.4075	0.14	1.83	0.4575	0.15	2.03	0.5075	0.17
1.44	0.3600	0.12	1.64	0.4100	0.14	1.84	0.4600	0.15	2.04	0.5100	0.17
1.45	0.3625	0.12	1.65	0.4125	0.14	1.85	0.4625	0.15	2.05	0.5125	0.17
1.46	0.3650	0.12	1.66	0.4150	0.14	1.86	0.4650	0.16	2.06	0.5150	0.17
1.47	0.3675	0.12	1.67	0.4175	0.14	1.87	0.4675	0.16	2.07	0.5175	0.17
1.48	0.3700	0.12	1.68	0.4200	0.14	1.88	0.4700	0.16	2.08	0.5200	0.17
1.49	0.3725	0.12	1.69	0.4225	0.14	1.89	0.4725	0.16	2.09	0.5225	0.17

(Nouveau) Tableau II A *(suite)* **(New) Table II A** *(continued)*

Hauteur de tonnage Tonnage depth	1/4 hauteur de tonnage 1/4 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	Hauteur de tonnage Tonnage depth	1/4 hauteur de tonnage 1/4 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	Hauteur de tonnage Tonnage depth	1/4 hauteur de tonnage 1/4 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	Hauteur de tonnage Tonnage depth	1/4 hauteur de tonnage 1/4 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths
2.10	0.5250	0.18	2.30	0.5750	0.19	2.50	0.6250	0.21	2.70	0.6750	0.23
2.11	0.5275	0.18	2.31	0.5775	0.19	2.51	0.6275	0.21	2.71	0.6775	0.23
2.12	0.5300	0.18	2.32	0.5800	0.19	2.52	0.6300	0.21	2.72	0.6800	0.23
2.13	0.5325	0.18	2.33	0.5825	0.19	2.53	9.6325	0.21	2.73	0.6825	0.23
2.14	0.5350	0.18	2.34	0.5850	0.20	2.54	0.6350	0.21	2.74	0.6850	0.23
2.15	0.5375	0.18	2.35	0.5875	0.20	2.55	0.6375	0.21	2.75	0.6875	0.23
2.16	0.5400	0.18	2.36	0.5900	0.20	2.56	0.6400	0.21	2.76	0.6900	0.23
2.17	0.5425	0.18	2.37	0.5925	0.20	2.57	0.6425	0.21	2.77	0.6925	0.23
2.18	0.5450	0.18	2.38	0.5950	0.20	2.58	0.6450	0.22	2.78	0.6950	0.23
2.19	0.5475	0.18	2.39	0.5975	0.20	2.59	0.6475	0.22	2.79	0.6975	0.23
2.20	0.5500	0.18	2.40	0.6000	0.20	2.60	0.6500	0.22	2.80	0.7000	0.23
2.21	0.5525	0.18	2.41	0.6025	0.20	2.61	0.6525	0.22	2.81	0.7025	0.23
2.22	0.5550	0.19	2.42	0.6050	0.20	2.62	0.6550	0.22	2.82	0.7050	0.24
2.23	0.5575	0.19	2.43	0.6075	0.20	2.63	0.6575	0.22	2.83	0.7075	0.24
2.24	0.5600	0.19	2.44	0.6100	0.20	2.64	0.6600	0.22	2.84	0.7100	0.24
2.25	0.5625	0.19	2.45	0.6125	0.20	2.65	0.6625	0.22	2.85	0.7125	0.24
2.26	0.5650	0.19	2.46	0.6150	0.21	2.66	0.6650	0.22	2.86	0.7150	0.24
2.27	0.5675	0.19	2.47	0.6175	0.21	2.67	0.6675	0.22	2.87	0.7175	0.24
2.28	0.5700	0.19	2.48	0.6200	0.21	2.68	0.6700	0.22	2.88	0.7200	0.24
2.29	0.5725	0.19	2.49	0.6225	0.21	2.69	0.6725	0.22	2.89	0.7225	0.24
2.90	0.7250	0.24	3.10	0.7750	0.26	3.30	0.8250	0.28	3.50	0.8750	0.29
2.91	0.7275	0.24	3.11	0.7775	0.26	3.31	0.8275	0.28	3.51	0.8775	0.29
2.92	0.7300	0.24	3.12	0.7800	0.26	3.32	0.8300	0.28	3.52	0.8800	0.29
2.93	0.7325	0.24	3.13	0.7825	0.26	3.33	0.8325	0.28	3.53	0.8825	0.29
2.94	0.7350	0.25	3.14	0.7850	0.26	3.34	0.8350	0.28	3.54	0.8850	0.30
2.95	0.7375	0.25	3.15	0.7875	0.26	3.35	0.8375	0.28	3.55	0.8875	0.30
2.96	0.7400	0.25	3.16	0.7900	0.26	3.36	0.8400	0.28	3.56	0.8900	0.30
2.97	0.7425	0.25	3.17	0.7925	0.26	3.37	0.8425	0.28	3.57	0.8925	0.30
2.98	0.7450	0.25	3.18	0.7950	0.27	3.38	0.8450	0.28	3.58	0.8950	0.30
2.99	0.7475	0.25	3.19	0.7975	0.27	3.39	0.8475	0.28	3.59	0.8975	0.30
3.00	0.7500	0.25	3.20	0.8000	0.27	3.40	0.8500	0.28	3.60	0.9000	0.30
3.01	0.7525	0.25	3.21	0.8025	0.27	3.41	0.8525	0.28	3.61	0.9025	0.30
3.02	0.7550	0.25	3.22	0.8050	0.27	3.42	0.8550	0.29	3.62	0.9050	0.30
3.03	0.7575	0.25	3.23	0.8075	0.27	3.43	0.8575	0.29	3.63	0.9075	0.30
3.04	0.7600	0.25	3.24	0.8100	0.27	3.44	0.8600	0.29	3.64	0.9100	0.30
3.05	0.7625	0.25	3.25	0.8125	0.27	3.45	0.8625	0.29	3.65	0.9125	0.30
3.06	0.7650	0.26	3.26	0.8150	0.27	3.46	0.8650	0.29	3.66	0.9150	0.31
3.07	0.7675	0.26	3.27	0.8175	0.27	3.47	0.8675	0.29	3.67	0.9175	0.31
3.08	0.7700	0.26	3.28	0.8200	0.27	3.48	9.8700	0.29	3.68	0.9200	0.31
3.09	0.7725	0.26	3.29	0.8225	0.27	3.49	0.8725	0.29	3.69	0.9225	0.31

(Nouveau) Tableau II A *(suite)* **(New) Table II A** *(continued)*

Hauteur de tonnage Tonnage depth	1/4 hauteur de tonnage 1/4 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	Hauteur de tonnage Tonnage depth	1/4 hauteur de tonnage 1/4 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	Hauteur de tonnage Tonnage depth	1/4 hauteur de tonnage 1/4 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	Hauteur de tonnage Tonnage depth	1/4 hauteur de tonnage 1/4 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths
3.70	0.9250	0.31	3.90	0.9750	0.33	4.10	1.0250	0.34	4.30	1.0750	0.36
3.71	0.9275	0.31	3.91	0.9775	0.33	4.11	1.0275	0.34	4.31	1.0775	0.36
3.72	0.9300	0.31	3.92	0.9800	0.33	4.12	1.0300	0.34	4.32	1.0800	0.36
3.73	0.9325	0.31	3.93	0.9825	0.33	4.13	1.0325	0.34	4.33	1.0825	0.36
3.74	0.9350	0.31	3.94	0.9850	0.33	4.14	1.0350	0.35	4.34	1.0850	0.36
3.75	0.9375	0.31	3.95	0.9875	0.33	4.15	1.0375	0.35	4.35	1.0875	0.36
3.76	0.9400	0.31	3.96	0.9900	0.33	4.16	1.0400	0.35	4.36	1.0900	0.36
3.77	0.9425	0.31	3.97	0.9925	0.33	4.17	1.0425	0.35	4.37	1.0925	0.36
3.78	0.9450	0.32	3.98	0.9950	0.33	4.18	1.0450	0.35	4.38	1.0950	0.37
3.79	0.9475	0.32	3.99	0.9975	0.33	4.19	1.0475	0.35	4.39	1.0975	0.37
3.80	0.9500	0.32	4.00	1.0000	0.33	4.20	1.0500	0.35	4.40	1.1000	0.37
3.81	0.9525	0.32	4.01	1.0025	0.33	4.21	1.0525	0.35	4.41	1.1025	0.37
3.82	0.9550	0.32	4.02	1.0050	0.34	4.22	1.0550	0.35	4.42	1.1050	0.37
3.83	0.9575	0.32	4.03	1.0075	0.34	4.23	1.0575	0.35	4.43	1.1075	0.37
3.84	0.9600	0.32	4.04	1.0100	0.34	4.24	1.0600	0.35	4.44	1.1100	0.37
3.85	0.9625	0.32	4.05	1.0125	0.34	4.25	1.0625	0.35	4.45	1.1125	0.37
3.86	0.9650	0.32	4.06	1.0150	0.34	4.26	1.0650	0.36	4.46	1.1150	0.37
3.87	0.9675	0.32	4.07	1.0175	0.34	4.27	1.0675	0.36	4.47	1.1175	0.37
3.88	0.9700	0.32	4.08	1.0200	0.34	4.28	1.0700	0.36	4.48	1.1200	0.37
3.89	0.9725	0.32	4.09	1.0225	0.34	4.29	1.0725	0.36	4.49	1.1225	0.37
4.50	1.1250	0.38	4.70	1.1750	0.39	4.90	1.2250	0.41	5.10	1.2750	0.43
4.51	1.1275	0.38	4.71	1.1775	0.39	4.91	1.2275	0.41	5.11	1.2775	0.43
4.52	1.1300	0.38	4.72	1.1800	0.39	4.92	1.2300	0.41	5.12	1.2800	0.43
4.53	1.1325	0.38	4.73	1.1825	0.39	4.93	1.2325	0.41	5.13	1.2825	0.43
4.54	1.1350	0.38	4.74	1.1850	0.40	4.94	1.2350	0.41	5.14	1.2850	0.43
4.55	1.1375	0.38	4.75	1.1875	0.40	4.95	1.2375	0.41	5.15	1.2875	0.43
4.56	1.1400	0.38	4.76	1.1900	0.40	4.96	1.2400	0.41	5.16	1.2900	0.43
4.57	1.1425	0.38	4.77	1.1925	0.40	4.97	1.2425	0.41	5.17	1.2925	0.43
4.58	1.1450	0.38	4.78	1.1950	0.40	4.98	1.2450	0.42	5.18	1.2950	0.43
4.59	1.1475	0.38	4.79	1.1975	0.40	4.99	1.2475	0.42	5.19	1.2975	0.43
4.60	1.1500	0.38	4.80	1.2000	0.40	5.00	1.2500	0.42	5.20	1.3000	0.43
4.61	1.1525	0.38	4.81	1.2025	0.40	5.01	1.2525	0.42	5.21	1.3025	0.43
4.62	1.1550	0.39	4.82	1.2050	0.40	5.02	1.2550	0.42	5.22	1.3050	0.44
4.63	1.1575	0.39	4.83	1.2075	0.40	5.03	1.2575	0.42	5.23	1.3075	0.44
4.64	1.1600	0.39	4.84	1.2100	0.40	5.04	1.2600	0.42	5.24	1.3100	0.44
4.65	1.1625	0.39	4.85	1.2125	0.40	5.05	1.2625	0.42	5.25	1.3125	0.44
4.66	1.1650	0.39	4.86	1.2150	0.41	5.06	1.2650	0.42	5.26	1.3150	0.44
4.67	1.1675	0.39	4.87	1.2175	0.41	5.07	1.2675	0.42	5.27	1.3175	0.44
4.68	1.1700	0.39	4.88	1.2200	0.41	5.08	1.2700	0.42	5.28	1.3200	0.44
4.69	1.1725	0.39	4.89	1.2225	0.41	5.09	1.2725	0.42	5.29	1.3225	0.44

(Nouveau) Tableau II A *(suite)* **(New) Table II A** *(continued)*

Hauteur de tonnage / Tonnage depth	1/4 hauteur de tonnage / 1/4 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	Hauteur de tonnage / Tonnage depth	1/4 hauteur de tonnage / 1/4 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	Hauteur de tonnage / Tonnage depth	1/4 hauteur de tonnage / 1/4 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	Hauteur de tonnage / Tonnage depth	1/4 hauteur de tonnage / 1/4 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths
5.30	1.3250	0.44	5.50	1.3750	0.46	5.70	1.4250	0.48	5.90	1.4750	0.49
5.31	1.3275	0.44	5.51	1.3775	0.46	5.71	1.4275	0.48	5.91	1.4775	0.49
5.32	1.3300	0.44	5.52	1.3800	0.46	5.72	1.4300	0.48	5.92	1.4800	0.49
5.33	1.3325	0.44	5.53	1.3825	0.46	5.73	1.4325	0.48	5.93	1.4825	0.49
5.34	1.3350	0.45	5.54	1.3850	0.46	5.74	1.4350	0.48	5.94	1.4850	0.50
5.35	1.3375	0.45	5.55	1.3875	0.46	5.75	1.4375	0.48	5.95	1.4875	0.50
5.36	1.3400	0.45	5.56	1.3900	0.46	5.76	1.4400	0.48	5.96	1.4900	0.50
5.37	1.3425	0.45	5.57	1.3925	0.46	5.77	1.4425	0.48	5.97	1.4925	0.50
5.38	1.3450	0.45	5.58	1.3950	0.47	5.78	1.4450	0.48	5.98	1.4950	0.50
5.39	1.3475	0.45	5.59	1.3975	0.47	5.79	1.4475	0.48	5.99	1.4975	0.50
5.40	1.3500	0.45	5.60	1.4000	0.47	5.80	1.4500	0.48	6.00	1.5000	0.50
5.41	1.3525	0.45	5.61	1.4025	0.47	5.81	1.4525	0.48	6.01	1.5025	0.50
5.42	1.3550	0.45	5.62	1.4050	0.47	5.82	1.4550	0.49	6.02	1.5050	0.50
5.43	1.3575	0.45	5.63	1.4075	0.47	5.83	1.4575	0.49	6.03	1.5075	0.50
5.44	1.3600	0.45	5.64	1.4100	0.47	5.84	1.4600	0.49	6.04	1.5100	0.50
5.45	1.3625	0.45	5.65	1.4125	0.47	5.85	1.4625	0.49	6.05	1.5125	0.50
5.46	1.3650	0.46	5.66	1.4150	0.47	5.86	1.4650	0.49	6.06	1.5150	0.51
5.47	1.3675	0.46	5.67	1.4175	0.47	5.87	1.4675	0.49	6.07	1.5175	0.51
5.48	1.3700	0.46	5.68	1.4200	0.47	5.88	1.4700	0.49	6.08	1.5200	0.51
5.49	1.3725	0.46	5.69	1.4225	0.47	5.89	1.4725	0.49	6.09	1.5225	0.51
6.10	1.5250	0.51	6.30	1.5750	0.53	6.50	1.6250	0.54	6.70	1.6750	0.56
6.11	1.5275	0.51	6.31	1.5775	0.53	6.51	1.6275	0.54	6.71	1.6775	0.56
6.12	1.5300	0.51	6.32	1.5800	0.53	6.52	1.6300	0.54	6.72	1.6800	0.56
6.13	1.5325	0.51	6.33	1.5825	0.53	6.53	1.6325	0.54	6.73	1.6825	0.56
6.14	1.5350	0.51	6.34	1.5850	0.53	6.54	1.6350	0.55	6.74	1.6850	0.56
6.15	1.5375	0.51	6.35	1.5875	0.53	6.55	1.6375	0.55	6.75	1.6875	0.56
6.16	1.5400	0.51	6.36	1.5900	0.53	6.56	1.6400	0.55	6.76	1.6900	0.56
6.17	1.5425	0.51	6.37	1.5925	0.53	6.57	1.6425	0.55	6.77	1.6925	0.56
6.18	1.5450	0.52	6.38	1.5950	0.53	6.58	1.6450	0.55	6.78	1.6950	0.57
6.19	1.5475	0.52	6.39	1.5975	0.53	6.59	1.6475	0.55	6.79	1.6975	0.57
6.20	1.5500	0.52	6.40	1.6000	0.53	6.60	1.6500	0.55	6.80	1.7000	0.57
6.21	1.5525	0.52	6.41	1.6025	0.53	6.61	1.6525	0.55	6.81	1.7025	0.57
6.22	1.5550	0.52	6.42	1.6050	0.54	6.62	1.6550	0.55	6.82	1.7050	0.57
6.23	1.5575	0.52	6.43	1.6075	0.54	6.63	1.6575	0.55	6.83	1.7075	0.57
6.24	1.5600	0.52	6.44	1.6100	0.54	6.64	1.6600	0.55	6.84	1.7100	0.57
6.25	1.5625	0.52	6.45	1.6125	0.54	6.65	1.6625	0.55	6.85	1.7125	0.57
6.26	1.5650	0.52	6.46	1.6150	0.54	6.66	1.6650	0.56	6.86	1.7150	0.57
6.27	1.5675	0.52	6.47	1.6175	0.54	6.67	1.6675	0.56	6.87	1.7175	0.57
6.28	1.5700	0.52	6.48	1.6200	0.54	6.68	1.6700	0.56	6.88	1.7200	0.57
6.29	1.5725	0.52	6.49	1.6225	0.54	6.69	1.6725	0.56	6.89	1.7225	0.57

(Nouveau) Tableau II A *(suite)* **(New) Table II A** *(continued)*

Hauteur de tonnage Tonnage depth	1/4 hauteur de tonnage 1/4 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	Hauteur de tonnage Tonnage depth	1/4 hauteur de tonnage 1/4 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	Hauteur de tonnage Tonnage depth	1/4 hauteur de tonnage 1/4 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	Hauteur de tonnage Tonnage depth	1/4 hauteur de tonnage 1/4 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths
6.90	1.7250	0.58	7.10	1.7750	0.59	7.30	1.8250	0.61	7.50	1.8750	0.63
6.91	1.7275	0.58	7.11	1.7775	0.59	7.31	1.8275	0.61	7.51	1.8775	0.63
6.92	1.7300	0.58	7.12	1.7800	0.59	7.32	1.8300	0.61	7.52	1.8800	0.63
6.93	1.7325	0.58	7.13	1.7825	0.59	7.33	1.8325	0.61	7.53	1.8825	0.63
6.94	1.7350	0.58	7.14	1.7850	0.60	7.34	1.8350	0.61	7.54	1.8850	0.63
6.95	1.7375	0.58	7.15	1.7875	0.60	7.35	1.8375	0.61	7.55	1.8875	0.63
6.96	1.7400	0.58	7.16	1.7900	0.60	7.36	1.8400	0.61	7.56	1.8900	0.63
6.97	1.7425	0.58	7.17	1.7925	0.60	7.37	1.8425	0.61	7.57	1.8925	0.63
6.98	1.7450	0.58	7.18	1.7950	0.60	7.38	1.8450	0.62	7.58	1.8950	0.63
6.99	1.7475	0.58	7.19	1.7975	0.60	7.39	1.8475	0.62	7.59	1.8975	0.63
7.00	1.7500	0.58	7.20	1.8000	0.60	7.40	1.8500	0.62	7.60	1.9000	0.63
7.01	1.7525	0.58	7.21	1.8025	0.60	7.41	1.8525	0.62	7.61	1.9025	0.63
7.02	1.7550	0.59	7.22	1.8050	0.60	7.42	1.8550	0.62	7.62	1.9050	0.64
7.03	1.7575	0.59	7.23	1.8075	0.60	7.43	1.8575	0.62	7.63	1.9075	0.64
7.04	1.7600	0.59	7.24	1.8100	0.60	7.44	1.8600	0.62	7.64	1.9100	0.64
7.05	1.7625	0.59	7.25	1.8125	0.60	7.45	1.8625	0.62	7.65	1.9125	0.64
7.06	1.7650	0.59	7.26	1.8150	0.61	7.46	1.8650	0.62	7.66	1.9150	0.64
7.07	1.7675	0.59	7.27	1.8175	0.61	7.47	1.8675	0.62	7.67	1.9175	0.64
7.08	1.7700	0.59	7.28	1.8200	0.61	7.48	1.8700	0.62	7.68	1.9200	0.64
7.09	1.7725	0.59	7.29	1.8225	0.61	7.49	1.8725	0.62	7.69	1.9225	0.64
7.70	1.9250	0.64	7.90	1.9750	0.66	8.10	2.0250	0.68	8.30	2.0750	0.69
7.71	1.9275	0.64	7.91	1.9775	0.66	8.11	2.0275	0.68	8.31	2.0775	0.69
7.72	1.9300	0.64	7.92	1.9800	0.66	8.12	2.0300	0.68	8.32	2.0800	0.69
7.73	1.9325	0.64	7.93	1.9825	0.66	8.13	2.0325	0.68	8.33	2.0825	0.69
7.74	1.9350	0.65	7.94	1.9850	0.66	8.14	2.0350	0.68	8.34	2.0850	0.70
7.75	1.9375	0.65	7.95	1.9875	0.66	8.15	2.0375	0.68	8.35	2.0875	0.70
7.76	1.9400	0.65	7.96	1.9900	0.66	8.16	2.0400	0.68	8.36	2.0900	0.70
7.77	1.9425	0.65	7.97	1.9925	0.66	8.17	2.0425	0.68	8.37	2.0925	0.70
7.78	1.9450	0.65	7.98	1.9950	0.67	8.18	2.0450	0.68	8.38	2.0950	0.70
7.79	1.9475	0.65	7.99	1.9975	0.67	8.19	2.0475	0.68	8.39	2.0975	0.70
7.80	1.9500	0.65	8.00	2.0000	0.67	8.20	2.0500	0.68	8.40	2.1000	0.70
7.81	1.9525	0.65	8.01	2.0025	0.67	8.21	2.0525	0.68	8.41	2.1025	0.70
7.82	1.9550	0.65	8.02	2.0050	0.67	8.22	2.0550	0.69	8.42	2.1050	0.70
7.83	1 9575	0.65	8.03	2.0075	0.67	8.23	2.0575	0.69	8.43	2.1075	0.70
7.84	1.9600	0.65	8.04	2.0100	0.67	8.24	2.0600	0.69	8.44	2.1100	0.70
7.85	1.9625	0.65	8.05	2.0125	0.67	8.25	2.0625	0.69	8.45	2.1125	0.70
7.86	1.9650	0.66	8.06	2.0150	0.67	8.26	2.0650	0.69	8.46	2.1150	0.71
7.87	1.9675	0.66	8.07	2.0175	0.67	8.27	2.0675	0.69	8.47	2.1175	0.71
7.88	1.9700	0.66	8.08	2.0200	0.67	8.28	2.0700	0.69	8.48	2.1200	0.71
7.89	1.9725	0.66	8.09	2.0225	0.67	8.29	2.0725	0.69	8.49	2.1225	0.71

(Nouveau) Tableau II A *(suite)* **(New) Table II A** *(continued)*

Hauteur de tonnage Tonnage depth	1/4 hauteur de tonnage 1/4 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	Hauteur de tonnage Tonnage depth	1/4 hauteur de tonnage 1/4 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	Hauteur de tonnage Tonnage depth	1/4 hauteur de tonnage 1/4 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	Hauteur de tonnage Tonnage depth	1/4 hauteur de tonnage 1/4 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths
8.50	2.1250	0.71	8.63	2.1575	0.72	8.76	2.1900	0.73	8.89	2.2225	0.74
8.51	2.1275	0.71	8.64	2.1600	0.72	8.77	2.1925	0.73	8.90	2.2250	0.74
8.52	2.1300	0.71	8.65	2.1625	0.72	8.78	2.1950	0.73	8.91	2.2275	0.74
8.53	2.1325	0.71	8.66	2.1650	0.72	8.79	2.1975	0.73	8.92	2.2300	0.74
8.54	2.1350	0.71	8.67	2.1675	0.72	8.80	2.2000	0.73	8.93	2.2325	0.74
8.55	2.1375	0.71	8.68	2.1700	0.72	8.81	2.2025	0.73	8.94	2.2350	0.75
8.56	2.1400	0.71	8.69	2.1725	0.72	8.82	2.2050	0.74	8.95	2.2375	0.75
8.57	2.1425	0.71	8.70	2.1750	0.73	8.83	2.2075	0.74	8.96	2.2400	0.75
8.58	2.1450	0.72	8.71	2.1775	0.73	8.84	2.2100	0.74	8.97	2.2425	0.75
8.59	2.1475	0.72	8.72	2.1800	0.73	8.85	2.2125	0.74	8.98	2.2450	0.75
8.60	2.1500	0.72	8.73	2.1825	0.73	8.86	2.2150	0.74	8.99	2.2475	0.75
8.61	2.1525	0.72	8.74	2.1850	0.73	8.87	2.2175	0.74	9.00	2.2500	0.75
8.62	2.1550	0.72	8.75	2.1875	0.73	8.88	2.2200	0.74			

(Nouveau) Tableau II B

INDIQUANT EN MÈTRES L'INTERVALLE COMMUN ET LE TIERS DE L'INTERVALLE COMMUN ENTRE LES LARGEURS POUR DIFFÉRENTES « HAUTEURS DE TONNAGE »

La « hauteur de tonnage » au milieu de la longueur de tonnage *excède* 4 m. 88.

(New) Table II B

INDICATING IN METRES COMMON INTERVALS AND ONE-THIRD OF COMMON INTERVALS BETWEEN THE BREADTHS CORRESPONDING TO DIFFERENT TONNAGE DEPTHS.

The tonnage depth at the middle of the tonnage length *exceeds* 4.88 metres.

Hauteur de tonnage Tonnage depth	1/6 hauteur de tonnage 1/6 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	Hauteur de tonnage Tonnage depth	1/6 hauteur de tonnage 1/6 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	Hauteur de tonnage Tonnage depth	1/6 hauteur de tonnage 1/6 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	Hauteur de tonnage Tonnage depth	1/6 hauteur de tonnage 1/6 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths
4.00	0.6666	0.22	4.20	0.7000	0.23	4.40	0.7333	0.24	4.60	0.7666	0.26
4.01	0.6683	0.22	4.21	0.7016	0.23	4.41	0.7350	0.25	4.61	0.7683	0.26
4.02	0.6700	0.22	4.22	0.7033	0.23	4.42	0.7366	0.25	4.62	0.7700	0.26
4.03	0.6716	0.22	4.23	0.7050	0.24	4.43	0.7383	0.25	4.63	0.7716	0.26
4.04	0.6733	0.22	4.24	0.7066	0.24	4.44	0.7400	0.25	4.64	0.7733	0.26
4.05	0.6750	0.23	4.25	0.7083	0.24	4.45	0.7416	0.25	4.65	0.7750	0.26
4.06	0.6766	0.23	4.26	0.7100	0.24	4.46	0.7433	0.25	4.66	0.7766	0.26
4.07	0.6783	0.23	4.27	0.7116	0.24	4.47	0.7450	0.25	4.67	0.7783	0.26
4.08	0.6800	0.23	4.28	0.7133	0.24	4.48	0.7466	0.25	4.68	0.7800	0.26
4.09	0.6816	0.23	4.29	0.7150	0.24	4.49	0.7483	0.25	4.69	0.7816	0.26
4.10	0.6833	0.23	4.30	0.7166	0.24	4.50	0.7500	0.25	4.70	0.7833	0.26
4.11	0.6850	0.23	4.31	0.7183	0.24	4.51	0.7516	0.25	4.71	0.7850	0.26
4.12	0.6866	0.23	4.32	0.7200	0.24	4.52	0.7533	0.25	4.72	0.7866	0.26
4.13	0.6883	0.23	4.33	0.7216	0.24	4.53	0.7550	0.25	4.73	0.7883	0.26
4.14	0.6900	0.23	4.34	0.7233	0.24	4.54	0.7566	0.25	4.74	0.7900	0.26
4.15	0.6916	0.23	4.35	0.7250	0.24	4.55	0.7583	0.25	4.75	0.7916	0.26
4.16	0.6933	0.23	4.36	0.7266	0.24	4.56	0.7600	0.25	4.76	0.7933	0.26
4.17	0.6950	0.23	4.37	0.7283	0.24	4.57	0.7616	0.25	4.77	0.7950	0.27
4.18	0.6966	0.23	4.38	0.7300	0.24	4.58	0.7633	0.25	4.78	0.7966	0.27
4.19	0.6983	0.23	4.39	0.7316	0.24	4.59	0.7650	0.26	4.79	0.7983	0.27
4.80	0.8000	0.27	5.00	0.8333	0.28	5.20	0.8666	0.29	5.40	0.9000	0.30
4.81	0.8016	0.27	5.01	0.8350	0.28	5.21	0.8683	0.29	5.41	0.9016	0.30
4.82	0.8033	0.27	5.02	0.8366	0.28	5.22	0.8700	0.29	5.42	0.9033	0.30
4.83	0.8050	0.27	5.03	0.8383	0.28	5.23	0.8716	0.29	5.43	0.9050	0.30
4.84	0.8066	0.27	5.04	0.8400	0.28	5.24	0.8733	0.29	5.44	0.9066	0.30
4.85	0.8083	0.27	5.05	0.8416	0.28	5.25	0.8750	0.29	5.45	0.9083	0.30
4.86	0.8100	0.27	5.06	0.8433	0.28	5.26	0.8766	0.29	5.46	0.9100	0.30
4.87	0.8116	0.27	5.07	0.8450	0.28	5.27	0.8783	0.29	5.47	0.9116	0.30
4.88	0.8133	0.27	5.08	0.8466	0.28	5.28	0.8800	0.29	5.48	0.9133	0.30
4.89	0.8150	0.27	5.09	0.8483	0.28	5.29	0.8816	0.29	5.49	0.9150	0.31
4.90	0.8166	0.27	5.10	0.8500	0.28	5.30	0.8833	0.29	5.50	0.9166	0.31
4.91	0.8183	0.27	5.11	0.8516	0.28	5.31	0.8850	0.30	5.51	0.9183	0.31
4.92	0.8200	0.27	5.12	0.8533	0.28	5.32	0.8866	0.30	5.52	0.9200	0.31
4.93	0.8216	0.27	5.13	0.8550	0.29	5.33	0.8883	0.30	5.53	0.9216	0.31
4.94	0.8233	0.27	5.14	0.8566	0.29	5.34	0.8900	0.30	5.54	0.9233	0.31
4.95	0.8250	0.28	5.15	0.8583	0.29	5.35	0.8916	0.30	5.55	0.9250	0.31
4.96	0.8266	0.28	5.16	0.8600	0.29	5.36	0.8933	0.30	5.56	0.9266	0.31
4.97	0.8283	0.28	5.17	0.8616	0.29	5.37	0.8950	0.30	5.57	0.9283	0.31
4.98	0.8300	0.28	5.18	0.8633	0.29	5.38	0.8966	0.30	5.58	0.9300	0.31
4.99	0.8316	0.28	5.19	0.8650	0.29	5.39	0.8983	0.30	5.59	0.9316	0.31

(Nouveau) Tableau II B *(suite)* **(New) Table II B** *(continued)*

Hauteur de tonnage Tonnage depth	1/6 hauteur de tonnage 1/6 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	Hauteur de tonnage Tonnage depth	1/6 hauteur de tonnage 1/6 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	Hauteur de tonnage Tonnage depth	1/6 hauteur de tonnage 1/6 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	Hauteur de tonnage Tonnage depth	1/6 hauteur de tonnage 1/6 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths
5.60	0.9333	0.31	5.80	0.9666	0.32	6.00	1.0000	0.33	6.20	1.0333	0.34
5.61	0.9350	0.31	5.81	0.9683	0.32	6.01	1.0016	0.33	6.21	1.0350	0.35
5.62	0.9366	0.31	5.82	0.9700	0.32	6.02	1.0033	0.33	6.22	1.0366	0.35
5.63	0.9383	0.31	5.83	0.9716	0.32	6.03	1.0050	0.34	6.23	1.0383	0.35
5.64	0.9400	0.31	5.84	0.9733	0.32	6.04	1.0066	0.34	6.24	1.0400	0.35
5.65	0.9416	0.31	5.85	0.9750	0.33	6.05	1.0083	0.34	6.25	1.0416	0.35
5.66	0.9433	0.31	5.86	0.9766	0.33	6.06	1.0100	0.34	6.26	1.0433	0.35
5.67	0.9450	0.32	5.87	0.9783	0.33	6.07	1.0116	0.34	6.27	1.0450	0.35
5.68	0.9466	0.32	5.88	0.9800	0.33	6.08	1.0133	0.34	6.28	1.0466	0.35
5.69	0.9483	0.32	5.89	0.9816	0.33	6.09	1.0150	0.34	6.29	1.0483	0.35
5.70	0.9500	0.32	5.90	0.9833	0.33	6.10	1.0166	0.34	6.30	1.0500	0.35
5.71	0.9516	0.32	5.91	0.9850	0.33	6.11	1.0183	0.34	6.31	1.0516	0.35
5.72	0.9533	0.32	5.92	0.9866	0.33	6.12	1.0200	0.34	6.32	1.0533	0.35
5.73	0.9550	0.32	5.93	0.9883	0.33	6.13	1.0216	0.34	6.33	1.0550	0.35
5.74	0.9566	0.32	5.94	0.9900	0.33	6.14	1.0233	0.34	6.34	1.0566	0.35
5.75	0.9583	0.32	5.95	0.9916	0.33	6.15	1.0250	0.34	6.35	1.0583	0.35
5.76	0.9600	0.32	5.96	0.9933	0.33	6.16	1.0266	0.34	6.36	1.0600	0.35
5.77	0.9616	0.32	5.97	0.9950	0.33	6.17	1.0283	0.34	6.37	1.0616	0.35
5.78	0.9633	0.32	5.98	0.9966	0.33	6.18	1.0300	0.34	6.38	1.0633	0.35
5.79	0.9650	0.32	5.99	0.9983	0.33	6.19	1.0316	0.34	6.39	1.0650	0.36
6.40	1.0666	0.36	6.60	1.1000	0.37	6.80	1.1333	0.38	7.00	1.1666	0.39
6.41	1.0683	0.36	6.61	1.1016	0.37	6.81	1.1350	0.38	7.01	1.1683	0.39
6.42	1.0700	0.36	6.62	1.1033	0.37	6.82	1.1366	0.38	7.02	1.1700	0.39
6.43	1.0716	0.36	6.63	1.1050	0.37	6.83	1.1383	0.38	7.03	1.1716	0.39
6.44	1.0733	0.36	6.64	1.1066	0.37	6.84	1.1400	0.38	7.04	1.1733	0.39
6.45	1.0750	0.36	6.65	1.1083	0.37	6.85	1.1416	0.38	7.05	1.1750	0.39
6.46	1.0766	0.36	6.66	1.1100	0.37	6.86	1.1433	0.38	7.06	1.1766	0.39
6.47	1.0783	0.36	6.67	1.1116	0.37	6.87	1.1450	0.38	7.07	1.1783	0.39
6.48	1.0800	0.36	6.68	1.1133	0.37	6.88	1.1466	0.38	7.08	1.1800	0.39
6.49	1.0816	0.36	6.69	1.1150	0.37	6.89	1.1483	0.38	7.09	1.1816	0.39
6.50	1.0833	0.36	6.70	1.1166	0.37	6.90	1.1500	0.38	7.10	1.1833	0.39
6.51	1.0850	0.36	6.71	1.1183	0.37	6.91	1.1516	0.38	7.11	1.1850	0.40
6.52	1.0866	0.36	6.72	1.1200	0.37	6.92	1.1533	0.38	7.12	1.1866	0.40
6.53	1.0883	0.36	6.73	1.1216	0.37	6.93	1.1550	0.39	7.13	1.1883	0.40
6.54	1.0900	0.36	6.74	1.1233	0.37	6.94	1.1566	0.39	7.14	1.1900	0.40
6.55	1.0916	0.36	6.75	1.1250	0.38	6.95	1.1583	0.39	7.15	1.1916	0.40
6.56	1.0933	0.36	6.76	1.1266	0.38	6.96	1.1600	0.39	7.16	1.1933	0.40
6.57	1.0950	0.37	6.77	1.1283	0.38	6.97	1.1616	0.39	7.17	1.1950	0.40
6.58	1.0966	0.37	6.78	1.1300	0.38	6.98	1.1633	0.39	7.18	1.1966	0.40
6.59	1.0983	0.37	6.79	1.1316	0.38	6.99	1.1650	0.39	7.19	1.1983	0.40

(Nouveau) Tableau II B *(suite)* — (New) Table II B *(continued)*

Hauteur de tonnage Tonnage depth	1/6 hauteur de tonnage 1/6 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	Hauteur de tonnage Tonnage depth	1/6 hauteur de tonnage 1/6 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	Hauteur de tonnage Tonnage depth	1/6 hauteur de tonnage 1/6 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	Hauteur de tonnage Tonnage depth	1/6 hauteur de tonnage 1/6 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths
7.20	1.2000	0.40	7.40	1.2333	0.41	7.60	1.2666	0.42	7.80	1.3000	0.43
7.21	1.2016	0.40	7.41	1.2350	0.41	7.61	1.2683	0.42	7.81	1.3016	0.43
7.22	1.2033	0.40	7.42	1.2366	0.41	7.62	1.2700	0.42	7.82	1.3033	0.43
7.23	1.2050	0.40	7.43	1.2383	0.41	7.63	1.2716	0.42	7.83	1.3050	0.44
7.24	1.2066	0.40	7.44	1.2400	0.41	7.64	1.2733	0.42	7.84	1.3066	0.44
7.25	1.2083	0.40	7.45	1.2416	0.41	7.65	1.2750	0.43	7.85	1.3083	0.44
7.26	1.2100	0.40	7.46	1.2433	0.41	7.66	1.2766	0.43	7.86	1.3100	0.44
7.27	1.2116	0.40	7.47	1.2450	0.42	7.67	1.2783	0.43	7.87	1.3116	0.44
7.28	1.2133	0.40	7.48	1.2466	0.42	7.68	1.2800	0.43	7.88	1.3133	0.44
7.29	1.2150	0.41	7.49	1.2483	0.42	7.69	1.2816	0.43	7.89	1.3150	0.44
7.30	1.2166	0.41	7.50	1.2500	0.42	7.70	1.2833	0.43	7.90	1.3166	0.44
7.31	1.2183	0.41	7.51	1.2516	0.42	7.71	1.2850	0.43	7.91	1.3183	0.44
7.32	1.2200	0.41	7.52	1.2533	0.42	7.72	1.2866	0.43	7.92	1.3200	0.44
7.33	1.2216	0.41	7.53	1.2550	0.42	7.73	1.2883	0.43	7.93	1.3216	0.44
7.34	1.2233	0.41	7.54	1.2566	0.42	7.74	1.2900	0.43	7.94	1.3233	0.44
7.35	1.2250	0.41	7.55	1.2583	0.42	7.75	1.2916	0.43	7.95	1.3250	0.44
7.36	1.2266	0.41	7.56	1.2600	0.42	7.76	1.2933	0.43	7.96	1.3266	0.44
7.37	1.2283	0.41	7.57	1.2616	0.42	7.77	1.2950	0.43	7.97	1.3283	0.44
7.38	1.2300	0.41	7.58	1.2633	0.42	7.78	1.2966	0.43	7.98	1.3300	0.44
7.39	1.2316	0.41	7.59	1.2650	0.42	7.79	1.2983	0.43	7.99	1.3316	0.44
8.00	1.3333	0.44	8.20	1.3666	0.46	8.40	1.4000	0.47	8.60	1.4333	0.48
8.01	1.3350	0.45	8.21	1.3683	0.46	8.41	1.4016	0.47	8.61	1.4350	0.48
8.02	1.3366	0.45	8.22	1.3700	0.46	8.42	1.4033	0.47	8.62	1.4366	0.48
8.03	1.3383	0.45	8.23	1.3716	0.46	8.43	1.4050	0.47	8.63	1.4383	0.48
8.04	1.3400	0.45	8.24	1.3733	0.46	8.44	1.4066	0.47	8.64	1.4400	0.48
8.05	1.3416	0.45	8.25	1.3750	0.46	8.45	1.4083	0.47	8.65	1.4416	0.48
8.06	1.3433	0.45	8.26	1.3766	0.46	8.46	1.4100	0.47	8.66	1.4433	0.48
8.07	1.3450	0.45	8.27	1.3783	0.46	8.47	1.4116	0.47	8.67	1.4450	0.48
8.08	1.3466	0.45	8.28	1.3800	0.46	8.48	1.4133	0.47	8.68	1.4466	0.48
8.09	1.3483	0.45	8.29	1.3816	0.46	8.49	1.4150	0.47	8.69	1.4483	0.48
8.10	1.3500	0.45	8.30	1.3833	0.46	8.50	1.4166	0.47	8.70	1.4500	0.48
8.11	1.3516	0.45	8.31	1.3850	0.46	8.51	1.4183	0.47	8.71	1.4516	0.48
8.12	1.3533	0.45	8.32	1.3866	0 46	8.52	1.4200	0.47	8.72	1.4533	0.48
8.13	1.3550	0.45	8.33	1.3883	0.46	8.53	1.4216	0.47	8.73	1.4550	0.49
8.14	1.3566	0.45	8.34	1.3900	0.46	8.54	1.4233	0.47	8.74	1.4566	0.49
8.15	1.3583	0.45	8.35	1.3916	0.46	8.55	1.4250	0.48	8.75	1.4583	0.49
8.16	1.3600	0.45	8.36	1.3933	0.46	8.56	1.4266	0.48	8.76	1.4600	0.49
8.17	1.3616	0.45	8.37	1.3950	0.47	8.57	1.4283	0.48	8.77	1.4616	0.49
8.18	1.3633	0.45	8.38	1.3966	0.47	8.58	1.4300	0.48	8.78	1.4633	0.49
8.19	1.3650	0.46	8.39	1.3983	0.47	8.59	1.4316	0.48	8.79	1.4650	0.49

(Nouveau) Tableau II B *(suite)* **(New) Table II B** *(continued)*

Hauteur de tonnage Tonnage depth	1/6 hauteur de tonnage 1/6 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	Hauteur de tonnage Tonnage depth	1/6 hauteur de tonnage 1/6 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	Hauteur de tonnage Tonnage depth	1/6 hauteur de tonnage 1/6 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	Hauteur de tonnage Tonnage depth	1/6 hauteur de tonnage 1/6 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths
8.80	1.4666	0.49	9.00	1.5000	0.50	9.20	1.5333	0.51	9.40	1.5666	0.52
8.81	1.4683	0.49	9.01	1.5016	0.50	9.21	1.5350	0.51	9.41	1.5683	0.52
8.82	1.4700	0.49	9.02	1.5033	0.50	9.22	1.5366	0.51	9.42	1.5700	0.52
8.83	1.4716	0.49	9.03	1.5050	0.50	9.23	1.5383	0.51	9.43	1.5716	0.52
8.84	1.4733	0.49	9.04	1.5066	0.50	9.24	1.5400	0.51	9.44	1.5733	0.52
8.85	1.4750	0.49	9.05	1.5083	0.50	9.25	1.5416	0.51	9.45	1.5750	0.53
8.86	1.4766	0.49	9.06	1.5100	0.50	9.26	1.5433	0.51	9.46	1.5766	0.53
8.87	1.4783	0.49	9.07	1.5116	0.50	9.27	1.5450	0.52	9.47	1.5783	0.53
8.88	1.4800	0.49	9.08	1.5133	0.50	9.28	1.5466	0.52	9.48	1.5800	0.53
8.89	1.4816	0.49	9.09	1.5150	0.51	9.29	1.5483	0.52	9.49	1.5816	0.53
8.90	1.4833	0.49	9.10	1.5166	0.51	9.30	1.5500	0.52	9.50	1.5833	0.53
8.91	1.4850	0.50	9.11	1.5183	0.51	9.31	1.5516	0.52	9.51	1.5850	0.53
8.92	1.4866	0.50	9.12	1.5200	0.51	9.32	1.5533	0.52	9.52	1.5866	0.53
8.93	1.4883	0.50	9.13	1.5216	0.51	9.33	1.5550	0.52	9.53	1.5883	0.53
8.94	1.4900	0.50	9.14	1.5233	0.51	9.34	1.5566	0.52	9.54	1.5900	0.53
8.95	1.4916	0.50	9.15	1.5250	0.51	9.35	1.5583	0.52	9.55	1.5916	0.53
8.96	1.4933	0.50	9.16	1.5266	0.51	9.36	1.5600	0.52	9.56	1.5933	0.53
8.97	1.4950	0.50	9.17	1.5283	0.51	9.37	1.5616	0.52	9.57	1.5950	0.53
8.98	1.4966	0.50	9.18	1.5300	0.51	9.38	1.5633	0.52	9.58	1.5966	0.53
8.99	1.4983	0.50	9.19	1.5316	0.51	9.39	1.5650	0.52	9.59	1.5983	0.53
9.60	1.6000	0.53	9.80	1.6333	0.54	10.00	1.6666	0.56	10.20	1.7000	0.57
9.61	1.6016	0.53	9.81	1.6350	0.55	10.01	1.6683	0.56	10.21	1.7016	0.57
9.62	1.6033	0.53	9.82	1.6366	0.55	10.02	1.6700	0.56	10.22	1.7033	0.57
9.63	1.6050	0.54	9.83	1.6383	0.55	10.03	1.6716	0.56	10.23	1.7050	0.57
9.64	1.6066	0.54	9.84	1.6400	0.55	10.04	1.6733	0.56	10.24	1.7066	0.57
9.65	1.6083	0.54	9.85	1.6416	0.55	10.05	1.6750	0.56	10.25	1.7083	0.57
9.66	1.6100	0.54	9.86	1.6433	0.55	10.06	1.6766	0.56	10.26	1.7100	0.57
9.67	1.6116	0.54	9.87	1.6450	0.55	10.07	1.6783	0.56	10.27	1.7116	0.57
9.68	1.6133	0.54	9.88	1.6466	0.55	10.08	1.6800	0.56	10.28	1.7133	0.57
9.69	1.6150	0.54	9.89	1.6483	0.55	10.09	1.6816	0.56	10.29	1.7150	0.57
9.70	1.6166	0.54	9.90	1.6500	0.55	10.10	1.6833	0.56	10.30	1.7166	0.57
9.71	1.6183	0.54	9.91	1.6516	0.55	10.11	1.6850	0.56	10.31	1.7183	0.57
9.72	1.6200	0.54	9.92	1.6533	0.55	10.12	1.6866	0.56	10.32	1.7200	0.57
9.73	1.6216	0.54	9.93	1.6550	0.55	10.13	1.6883	0.56	10.33	1.7216	0.57
9.74	1.6233	0.54	9.94	1.6566	0.55	10.14	1.6900	0.56	10.34	1.7233	0.57
9.75	1.6250	0.54	9.95	1.6583	0.55	10.15	1.6916	0.56	10.35	1.7250	0.58
9.76	1.6266	0.54	9.96	1.6600	0.55	10.16	1.6933	0.56	10.36	1.7266	0.58
9.77	1.6283	0.54	9.97	1.6616	0.55	10.17	1.6950	0.57	10.37	1.7283	0.58
9.78	1.6300	0.54	9.98	1.6633	0.55	10.18	1.6966	0.57	10.38	1.7300	0.58
9.79	1.6316	0.54	9.99	1.6650	0.56	10.19	1.6983	0.57	10.39	1.7316	0.58

(Nouveau) Tableau II B *(suite)* **(New) Table II B** *(continued)*

Hauteur de tonnage Tonnage depth	1/6 hauteur de tonnage 1/6 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	Hauteur de tonnage Tonnage depth	1/6 hauteur de tonnage 1/6 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	Hauteur de tonnage Tonnage depth	1/6 hauteur de tonnage 1/6 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	Hauteur de tonnage Tonnage depth	1/6 hauteur de tonnage 1/6 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths
10.40	1.7333	0.58	10.60	1.7666	0.59	10.80	1.8000	0.60	11.00	1.8333	0.61
10.41	1.7350	0.58	10.61	1.7683	0.59	10.81	1.8016	0.60	11.01	1.8350	0.61
10.42	1.7366	0.58	10.62	1.7700	0.59	10.82	1.8033	0.60	11.02	1.8366	0.61
10.43	1.7383	0.58	10.63	1.7716	0.59	10.83	1.8050	0.60	11.03	1.8383	0.61
10.44	1.7400	0.58	10.64	1.7733	0.59	10.84	1.8066	0.60	11.04	1.8400	0.61
10.45	1.7416	0.58	10.65	1.7750	0.59	10.85	1.8083	0.60	11.05	1.8416	0.61
10.46	1.7433	0.58	10.66	1.7766	0.59	10.86	1.8100	0.60	11.06	1.8433	0.61
10.47	1.7450	0.58	10.67	1.7783	0.59	10.87	1.8116	0.60	11.07	1.8450	0.62
10.48	1.7466	0.58	10.68	1.7800	0.59	10.88	1.8133	0.60	11.08	1.8466	0.62
10.49	1.7483	0.58	10.69	1.7816	0.59	10.89	1.8150	0.61	11.09	1.8483	0.62
10.50	1.7500	0.58	10.70	1.7833	0.59	10.90	1.8166	0.61	11.10	1.8500	0.62
10.51	1.7516	0.58	10.71	1.7850	0.60	10.91	1.8183	0.61	11.11	1.8516	0.62
10.52	1.7533	0.58	10.72	1.7866	0.60	10.92	1.8200	0.61	11.12	1.8533	0.62
10.53	1.7550	0.59	10.73	1.7883	0.60	10.93	1.8216	0.61	11.13	1.8550	0.62
10.54	1.7566	0.59	10.74	1.7900	0.60	10.94	1.8233	0.61	11.14	1.8566	0.62
10.55	1.7583	0.59	10.75	1.7916	0.60	10.95	1.8250	0.61	11.15	1.8583	0.62
10.56	1.7600	0.59	10.76	1.7933	0.60	10.96	1.8266	0.61	11.16	1.8600	0.62
10.57	1.7616	0.59	10.77	1.7950	0.60	10.97	1.8283	0.61	11.17	1.8616	0.62
10.58	1.7633	0.59	10.78	1.7966	0.60	10.98	1.8300	0.61	11.18	1.8633	0.62
10 59	1.7650	0.59	10.79	1.7983	0.60	10.99	1.8316	0.61	11.19	1.8650	0.62
11.20	1.8666	0.62	11.40	1.9000	0.63	11.60	1.9333	0.64	11.80	1.9666	0.66
11.21	1.8683	0.62	11.41	1.9016	0.63	11.61	1.9350	0.65	11.81	1.9683	0 66
11.22	1.8700	0.62	11.42	1.9033	0.63	11.62	1.9366	0.65	11.82	1.9700	0.66
11.23	1.8716	0.62	11.43	1.9050	0.64	11.63	1.9383	0.65	11.83	1.9716	0.66
11.24	1.8733	0.62	11.44	1.9066	0.64	11.64	1.9400	0.65	11.84	1.9733	0.66
11.25	1.8750	0.63	11.45	1.9083	0.64	11.65	1.9416	0.65	11.85	1.9750	0.66
11.26	1.8766	0.63	11.46	1.9100	0.64	11.66	1.9433	0.65	11.86	1.9766	0.66
11.27	1.8783	0.63	11.47	1.9116	0.64	11.67	1.9450	0.65	11.87	1.9783	0.66
11.28	1.8800	0.63	11.48	1.9133	0.64	11.68	1.9466	0.65	11.88	1.9800	0.66
11.29	1.8816	0.63	11.49	1.9150	0.64	11.69	1.9483	0.65	11.89	1.9816	0.66
11.30	1.8833	0.63	11.50	1.9166	0.64	11.70	1.9500	0.65	11.90	1.9833	0.66
11.31	1.8850	0.63	11.51	1.9183	0.64	11.71	1.9516	0.65	11.91	1.9850	0.66
11.32	1.8866	0.63	11.52	1.9200	0.64	11.72	1.9533	0.65	11.92	1.9866	0.66
11.33	1.8883	0.63	11.53	1.9216	0.64	11.73	1.9550	0.65	11.93	1.9883	0.66
11.34	1.8900	0.63	11.54	1.9233	0.64	11.74	1.9566	0.65	11.94	1.9900	0.66
11.35	1.8916	0.63	11.55	1.9250	0.64	11.75	1.9583	0.65	11.95	1.9916	0.66
11.36	1.8933	0.63	11.56	1.9266	0.64	11.76	1.9600	0.65	11.96	1.9933	0.66
11.37	1.8950	0.63	11.57	1.9283	0.64	11.77	1.9616	0.65	11.97	1.9950	0.67
11.38	1.8966	0.63	11.58	1.9300	0.64	11.78	1.9633	0.65	11.98	1.9966	0.67
11.39	1.8983	0.63	11.59	1.9316	0.64	11.79	1.9650	0.66	11.99	1.9983	0.67

(Nouveau) Tableau II B *(suite)* **(New) Table II B** *(continued)*

Hauteur de tonnage Tonnage depth	1/6 hauteur de tonnage 1/6 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	Hauteur de tonnage Tonnage depth	1/6 hauteur de tonnage 1/6 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	Hauteur de tonnage Tonnage depth	1/6 hauteur de tonnage 1/6 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	Hauteur de tonnage Tonnage depth	1/6 hauteur de tonnage 1/6 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths
12.00	2.0000	0.67	12.20	2.0333	0.68	12.40	2.0666	0.69	12.60	2.1000	0.70
12.01	2.0016	0.67	12.21	2.0350	0.68	12.41	2.0683	0.69	12.61	2.1016	0.70
12.02	2.0033	0.67	12.22	2.0366	0.68	12.42	2.0700	0.69	12.62	2.1033	0.70
12.03	2.0050	0.67	12.23	2.0383	0.68	12.43	2.0716	0.69	12.63	2.1050	0.70
12.04	2.0066	0.67	12.24	2.0400	0.68	12.44	2.0733	0.69	12.64	2.1066	0.70
12.05	2.0083	0.67	12.25	2.0416	0.68	12.45	2.0750	0.69	12.65	2.1083	0.70
12.06	2.0100	0.67	12.26	2.0433	0.68	12.46	2.0766	0.69	12.66	2.1100	0.70
12.07	2.0116	0.67	12.27	2.0450	0.68	12.47	2.0783	0.69	12.67	2.1116	0.70
12.08	2.0133	0.67	12.28	2.0466	0.68	12.48	2.0800	0.69	12.68	2.1133	0.70
12.09	2.0150	0.67	12.29	2.0483	0.68	12.49	2.0816	0.69	12.69	2.1150	0.71
12.10	2.0166	0.67	12.30	2.0500	0.68	12.50	2.0833	0.69	12.70	2.1166	0.71
12.11	2.0183	0.67	12.31	2.0516	0.68	12.51	2.0850	0.70	12.71	2.1183	0.71
12.12	2.0200	0.67	12.32	2.0533	0.68	12.52	2.0866	0.70	12.72	2.1200	0.71
12.13	2.0216	0.67	12.33	2.0550	0.69	12.53	2.0883	0.70	12.73	2.1216	0.71
12.14	2.0233	0.67	12.34	2.0566	0.69	12.54	2.0900	0.70	12.74	2.1233	0.71
12.15	2.0250	0.68	12.35	2.0583	0.69	12.55	2.0916	0.70	12.75	2.1250	0.71
12.16	2.0266	0.68	12.36	2.0600	0.69	12.56	2.0933	0.70	12.76	2.1266	0.71
12.17	2.0283	0.68	12.37	2.0616	0.69	12.57	2.0950	0.70	12.77	2.1283	0.71
12.18	2.0300	0.68	12.38	2.0633	0.69	12.58	2.0966	0.70	12.78	2.1300	0.71
12.19	2.0316	0.68	12.39	2.0650	0.69	12.59	2.0983	0.70	12.79	2.1316	0.71
12.80	2.1333	0.71	13.00	2.1666	0.72	13.20	2.2000	0.73	13.40	2.2333	0.74
12.81	2.1350	0.71	13.01	2.1683	0.72	13.21	2.2016	0.73	13.41	2.2350	0.75
12.82	2.1366	0.71	13.02	2.1700	0.72	13.22	2.2033	0.73	13.42	2.2366	0.75
12.83	2.1383	0.71	13.03	2.1716	0.72	13.23	2.2050	0.74	13.43	2.2383	0.75
12.84	2.1400	0.71	13.04	2.1733	0.72	13.24	2.2066	0.74	13.44	2.2400	0.75
12.85	2.1416	0.71	13.05	2.1750	0.73	13.25	2.2083	0.74	13.45	2.2416	0.75
12.86	2.1433	0.71	13.06	2.1766	0.73	13.26	2.2100	0.74	13.46	2.2433	0.75
12.87	2.1450	0.72	13.07	2.1783	0.73	13.27	2.2116	0.74	13.47	2.2450	0.75
12.88	2.1466	0.72	13.08	2.1800	0.73	13.28	2.2133	0.74	13.48	2.2466	0.75
12.89	2.1483	0.72	13.09	2.1816	0.73	13.29	2.2150	0.74	13.49	2.2483	0.75
12.90	2.1500	0.72	13.10	2.1833	0.73	13.30	2.2166	0.74	13.50	2.2500	0.75
12.91	2.1516	0.72	13.11	2.1850	0.73	13.31	2.2183	0.74	13.51	2.2516	0.75
12.92	2.1533	0.72	13.12	2.1866	0.73	13.32	2.2200	0.74	13.52	2.2533	0.75
12.93	2.1550	0.72	13.13	2.1883	0.73	13.33	2.2216	0.74	13.53	2.2550	0.75
12.94	2.1566	0.72	13.14	2.1900	0.73	13.34	2.2233	0.74	13.54	2.2566	0.75
12.95	2.1583	0.72	13.15	2.1916	0.73	13.35	2.2250	0.74	13.55	2.2583	0.75
12.96	2.1600	0.72	13.16	2.1933	0.73	13.36	2.2266	0.74	13.56	2.2600	0.75
12.97	2.1616	0.72	13.17	2.1950	0.73	13.37	2.2283	0.74	13.57	2.2616	0.75
12.98	2.1633	0.72	13.18	2.1966	0.73	13.38	2.2300	0.74	13.58	2.2633	0.75
12.99	2.1650	0.72	13.19	2.1983	0.73	13.39	2.2316	0.74	13.59	2.2650	0.76

(Nouveau) Tableau II B *(suite)* **(New) Table II B** *(continued)*

Hauteur de tonnage Tonnage depth	1/6 hauteur de tonnage 1/6 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	Hauteur de tonnage Tonnage depth	1/6 hauteur de tonnage 1/6 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	Hauteur de tonnage Tonnage depth	1/6 hauteur de tonnage 1/6 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	Hauteur de tonnage Tonnage depth	1/6 hauteur de tonnage 1/6 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths
13.60	2.2666	0.76	13.80	2.3000	0.77	14.00	2.3333	0.78	14.20	2.3666	0.79
13.61	2.2683	0.76	13.81	2.3016	0.77	14.01	2.3350	0.78	14.21	2.3683	0.79
13.62	2.2700	0.76	13.82	2.3033	0.77	14.02	2.3366	0.78	14.22	2.3700	0.79
13.63	2.2716	0.76	13.83	2.3050	0.77	14.03	2.3383	0.78	14.23	2.3716	0.79
13.64	2.2733	0.76	13.84	2.3066	0.77	14.04	2.3400	0.78	14.24	2.3733	0.79
13.65	2.2750	0.76	13.85	2.3083	0.77	14.05	2.3416	0.78	14.25	2.3750	0.79
13.66	2.2766	0.76	13.86	2.3100	0.77	14.06	2.3433	0.78	14.26	2.3766	0.79
13.67	2.2783	0.76	13.87	2.3116	0.77	14.07	2.3450	0.78	14.27	2.3783	0.79
13.68	2.2800	0.76	13.88	2.3133	0.77	14.08	2.3466	0.78	14.28	2.3800	0.79
13.69	2.2816	0.76	13.89	2.3150	0.77	14.09	2.3483	0.78	14.29	2.3816	0.79
13.70	2.2833	0.76	13.90	2.3166	0.77	14.10	2.3500	0.78	14.30	2.3833	0.79
13.71	2.2850	0.76	13.91	2.3183	0.77	14.11	2.3516	0.78	14.31	2.3850	0.80
13.72	2.2866	0.76	13.92	2.3200	0.77	14.12	2.3533	0.78	14.32	2.3866	0.80
13.73	2.2883	0.76	13.93	2.3216	0.77	14.13	2.3550	0.79	14.33	2.3883	0.80
13.74	2.2900	0.76	13.94	2.3233	0.77	14.14	2.3566	0.79	14.34	2.3900	0.80
13.75	2.2916	0.76	13.95	2.3250	0.78	14.15	2.3583	0.79	14.35	2.3916	0.80
13.76	2.2933	0.76	13.96	2.3266	0.78	14.16	2.3600	0.79	14.36	2.3933	0.80
13.77	2.2950	0.77	13.97	2.3283	0.78	14.17	2.3616	0.79	14.37	2.3950	0.80
13.78	2.2966	0.77	13.98	2.3300	0.78	14.18	2.3633	0.79	14.38	2.3966	0.80
13.79	2.2983	0.77	13.99	2.3316	0.78	14.19	2.3650	0.79	14.39	2.3983	0.80
14.40	2.4000	0.80	14.60	2.4333	0.81	14.80	2.4666	0.82	15.00	2.5000	0.83
14.41	2.4016	0.80	14.61	2.4350	0.81	14.81	2.4683	0.82	15.01	2.5016	0.83
14.42	2.4033	0.80	14.62	2.4366	0.81	14.82	2.4700	0.82	15.02	2.5033	0.83
14.43	2.4050	0.80	14.63	2.4383	0.81	14.83	2.4716	0.82	15.03	2.5050	0.84
14.44	2.4066	0.80	14.64	2.4400	0.81	14.84	2.4733	0.82	15.04	2.5066	0.84
14.45	2.4083	0.80	14.65	2.4416	0.81	14.85	2.4750	0.83	15.05	2.5083	0.84
14.46	2.4100	0.80	14.66	2.4433	0.81	14.86	2.4766	0.83	15.06	2.5100	0.84
14.47	2.4116	0.80	14.67	2.4450	0.82	14.87	2.4783	0.83	15.07	2.5116	0.84
14.48	2.4133	0.80	14.68	2.4466	0.82	14.88	2.4800	0.83	15.08	2.5133	0.84
14.49	2.4150	0.81	14.69	2.4483	0.82	14.89	2.4816	0.83	15.09	2.5150	0.84
14.50	2.4166	0.81	14.70	2.4500	0.82	14.90	2.4833	0.83	15.10	2.5166	0.84
14.51	2.4183	0.81	14.71	2.4516	0.82	14.91	2.4850	0.83	15.11	2.5183	0.84
14.52	2.4200	0.81	14.72	2.4533	0.82	14.92	2.4866	0.83	15.12	2.5200	0.84
14.53	2.4216	0.81	14.73	2.4550	0.82	14.93	2.4883	0.83	15.13	2.5216	0.84
14.54	2.4233	0.81	14.74	2.4566	0.82	14.94	2.4900	0.83	15.14	2.5233	0.84
14.55	2.4250	0.81	14.75	2.4583	0.82	14.95	2.4916	0.83	15.15	2.5250	0.84
14.56	2.4266	0.81	14.76	2.4600	0.82	14.96	2.4933	0.83	15.16	2.5266	0.84
14.57	2.4283	0.81	14.77	2.4616	0.82	14.97	2.4950	0.83	15.17	2.5283	0.84
14.58	2.4300	0.81	14.78	2.4633	0.82	14.98	2.4966	0.83	15.18	2.5300	0.84
14.59	2.4316	0.81	14.79	2.4650	0.82	14.99	2.4983	0.83	15.19	2.5316	0.84

(Nouveau) Tableau II B *(suite)* **(New) Table II B** *(continued)*

Hauteur de tonnage Tonnage depth	1/6 hauteur de tonnage 1/6 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	Hauteur de tonnage Tonnage depth	1/6 hauteur de tonnage 1/6 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	Hauteur de tonnage Tonnage depth	1/6 hauteur de tonnage 1/6 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	Hauteur de tonnage Tonnage depth	1/6 hauteur de tonnage 1/6 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths
15.20	2.5333	0.84	15.60	2.6000	0.87	16.00	2.6666	0.89	16.40	2.7333	0.91
15.21	2.5350	0.85	15.61	2.6016	0.87	16.01	2.6683	0.89	16.41	2.7350	0.91
15.22	2.5366	0.85	15.62	2.6033	0.87	16.02	2.6700	0.89	16.42	2.7366	0.91
15.23	2.5383	0.85	15.63	2.6050	0.87	16.03	2.6716	0.89	16.43	2.7383	0.91
15.24	2.5400	0.85	15.64	2.6066	0.87	16.04	2.6733	0.89	16.44	2 7400	0.91
15.25	2.5416	0.85	15.65	2.6083	0.87	16.05	2.6750	0.89	16.45	2.7416	0.91
15.26	2.5433	0.85	15.66	2.6100	0.87	16.06	2.6766	0.89	16.46	2.7433	0.91
15.27	2.5450	0.85	15.67	2.6116	0.87	16.07	2.6783	0.89	16.47	2.7450	0.92
15.28	2.5466	0.85	15.68	2.6133	0.87	16.08	2.6800	0.89	16.48	2.7466	0,92
15.29	2.5483	0.85	15.69	2.6150	0.87	16.09	2.6816	0.89	16.49	2.7483	0.92
15.30	2.5500	0.85	15.70	2.6166	0.87	16.10	2.6833	0.89	16.50	2.7500	0.92
15.31	2.5516	0.85	15.71	2.6183	0.87	16.11	2.6850	0.90	16.51	2.7516	0.92
15.32	2.5533	0.85	15.72	2.6200	0.87	16.12	2.6866	0.90	16.52	2.7533	0.92
15.33	2.5550	0.85	15.73	2.6216	0.87	16.13	2.6883	0.90	16.53	2.7550	0.92
15.34	2.5566	0.85	15.74	2.6233	0.87	16.14	2.6900	0.90	16.54	2.7566	0.92
15.35	2.5583	0.85	15.75	2.6250	0.88	16.15	2.6916	0.90	16.55	2.7583	0.92
15.36	2.5600	0.85	15.76	2.6266	0.88	16.16	2.6933	0.90	16.56	2.7600	0.92
15.37	2.5616	0.85	15.77	2.6283	0.88	16.17	2.6950	0.90	16.57	2.7616	0.92
15.38	2.5633	0.85	15.78	2.6300	0.88	16.18	2.6966	0.90	16.58	2.7633	0.92
15.39	2.5650	0.86	15.79	2.6316	0.88	16.19	2.6983	0.90	16.59	2.7650	0.92
15.40	2.5666	0.86	15.80	2.6333	0.88	16.20	2.7000	0.90	16.60	2.7666	0.92
15.41	2.5683	0.86	15.81	2.6350	0.88	16.21	2.7016	0.90	16.61	2.7683	0.92
15.42	2.5700	0.86	15.82	2.6366	0.88	16.22	2.7033	0.90	16.62	2.7700	0.92
15.43	2.5716	0.86	15.83	2.6383	0.88	16.23	2.7050	0.90	16.63	2.7716	0.92
15.44	2.5733	0.86	15.84	2.6400	0.88	16.24	2.7066	0.90	16.64	2.7733	0.92
15.45	2.5750	0.86	15.85	2.6416	0.88	16.25	2.7083	0.90	16.65	2.7750	0.93
15.46	2.5766	0.86	15.86	2.6433	0.88	16.26	2.7100	0.90	16.66	2.7766	0.93
15.47	2.5783	0.86	15.87	2.6450	0.88	16.27	2.7116	0 90	16.67	2.7783	0.93
15.48	2.5800	0.86	15.88	2.6466	0.88	16.28	2.7133	0.90	16.68	2.7800	0.93
15.49	2.5816	0.86	15.89	2.6483	0.88	16.29	2.7150	0.91	16.69	2.7816	0.93
15.50	2.5833	0.86	15.90	2.6500	0.88	16.30	2.7166	0.91	16.70	2.7833	0.93
15.51	2.5850	0.86	15.91	2.6516	0.88	16.31	2.7183	0.91	16.71	2.7850	0.93
15.52	2.5866	0.86	15.92	2.6533	0.88	16.32	2.7200	0.91	16.72	2.7866	0.93
15.53	2.5883	0.86	15.93	2.6550	0.89	16.33	2.7216	0.91	16.73	2.7883	0.93
15.54	2.5900	0.86	15.94	2.6566	0.89	16.34	2.7233	0.91	16.74	2.7900	0.93
15.55	2.5916	0.86	15.95	2.6583	0.89	16.35	2.7250	0.91	16.75	2.7916	0.93
15.56	2.5933	0.86	15.96	2.6600	0.89	16.36	2.7266	0.91	16.76	2.7933	0.93
15.57	2.5950	0.87	15.97	2.6616	0.89	16.37	2.7283	0.91	16.77	2.7950	0.93
15.58	2.5966	0.87	15.98	2.6633	0.89	16.38	2.7300	0 91	16.78	2.7966	0.93
15.59	2.5983	0.87	15.99	2.6650	0.89	16.39	2.7316	0.91	16.79	2.7983	0.93

(Nouveau) Tableau II B *(suite)* **(New) Table II B** *(continued)*

Hauteur de tonnage Tonnage depth	1/6 hauteur de tonnage 1/6 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	Hauteur de tonnage Tonnage depth	1/6 hauteur de tonnage 1/6 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	Hauteur de tonnage Tonnage depth	1/6 hauteur de tonnage 1/6 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	Hauteur de tonnage Tonnage depth	1/6 hauteur de tonnage 1/6 tonnage depth	1/3 intervalle commun entre lareurs — 1/3 common interval between breadths
16.80	2.8000	0.93	17.10	2.8500	0.95	17.40	2.9000	0.97	17.70	2.9500	0.98
16.81	2.8016	0.93	17.11	2.8516	0.95	17.41	2.9016	0.97	17.71	2.9516	0.98
16.82	2.8033	0.93	17.12	2.8533	0.95	17.42	2.9033	0.97	17.72	2.9533	0.98
16.83	2.8050	0.94	17.13	2.8550	0.95	17.43	2 9050	0.97	17.73	2.9550	0.99
16.84	2.8066	0.94	17.14	2.8566	0.95	17.44	2.9066	0.97	17.74	2.9566	0.99
16.85	2.8083	0.94	17.15	2.8583	0.95	17.45	2.9083	0.97	17.75	2.9583	0.99
16.86	2.8100	0.94	17.16	2.8600	0.95	17.46	2.9100	0.97	17.76	2.9600	0.99
16.87	2.8116	0.94	17.17	2.8616	0.95	17.47	2.9116	0.97	17.77	2.9616	0.99
16.88	2.8133	0.94	17.18	2.8633	0.95	17.48	2.9133	0.97	17.78	2.9633	0.99
16.89	2.8150	0.94	17.19	2.8650	0.96	17.49	2.9150	0.97	17.79	2.9650	0.99
16.90	2.8166	0.94	17.20	2.8666	0.96	17.50	2.9166	0.97	17.80	2.9666	0.99
16.91	2.8183	0.94	17.21	2.8683	0.96	17.51	2.9183	0.97	17.81	2.9683	0.99
16.92	2.8200	0.94	17.22	2.8700	0.96	17.52	2.9200	0.97	17.82	2.9700	0.99
16.93	2.8216	0.94	17.23	2.8716	0.96	17.53	2.9216	0.97	17.83	2.9716	0.99
16.94	2.8233	0.94	17.24	2.8733	0.96	17.54	2.9233	0.97	17.84	2.9733	0.99
16.95	2.8250	0.94	17.25	2.8750	0.96	17.55	2.9250	0.98	17.85	2.9750	0.99
16.96	2.8266	0.94	17.26	2.8766	0.96	17.56	2.9266	0.98	17.86	2.9766	0.99
16.97	2.8283	0.94	17.27	2.8783	0.96	17.57	2.9283	0.98	17.87	2.9783	0.99
16.98	2.8300	0.94	17.28	2.8800	0.96	17.58	2.9300	0.98	17.88	2.9800	0.99
16.99	2.8316	0.94	17.29	2.8816	0.96	17.59	2.9316	0.98	17.89	2 9816	0.99
17 00	2.8333	0.94	17.30	2.8833	0.96	17.60	2.9333	0.98	17.90	2.9833	0.99
17.01	2.8350	0.95	17.31	2.8850	0.96	17.61	2.9350	0.98	17.91	2.9850	1.00
17.02	2.8366	0.95	17.32	2.8866	0.96	17.62	2.9366	0.98	17.92	2.9866	1.00
17.03	2.8383	0.95	17.33	2.8883	0.96	17.63	2.9383	0.98	17.93	2.9883	1.00
17.04	2.8400	0.95	17.34	2.8900	0.96	17.64	2.9400	0.98	17.94	2.9900	1.00
17.05	2.8416	0.95	17.35	2.8916	0.96	17.65	2.9416	0.98	17.95	2.9916	1.00
17.06	2.8433	0.95	17.36	2.8933	0.96	17.66	2.9433	0.98	17.96	2.9933	1.00
17.07	2.8450	0.95	17.37	2.8950	0.97	17.67	2 9450	0.98	17.97	2.9950	1.00
17.08	2.8466	0.95	17.38	2.8966	0.97	17.68	2.9466	0.98	17.98	2.9966	1.00
17.09	2.8483	0.95	17.39	2 8983	0.97	17.69	2.9483	0.98	17.99	2.9983	1.00

(Nouveau) Tableau III A

DE CONVERSION DE TONNEAUX DE JAUGE EN MÈTRES CUBES

(New) Table III A

FOR CONVERTING REGISTER TONS INTO CUBIC METRES

Tonneaux Tons	Mètres cubes Cubic metres							Tonneaux Tons	Mètres cubes Cubic metres						
	1 fois once	10 fois 10 times	100 fois 100 times	1.000 fois 1,000 times	10.000 fois 10,000 times	100.000 fois 100,000 times			1 fois once	10 fois 10 times	100 fois 100 times	1.000 fois 1,000 times	10.000 fois 10,000 times	100.000 fois 100,000 times	
1	2	8	3	2	8	6	119	51	144	4	7	5	9	2	068
2	5	6	6	5	7	2	238	52	147	3	0	8	7	8	187
3	8	4	9	8	5	8	357	53	150	1	4	1	6	4	306
4	11	3	3	1	4	4	476	54	152	9	7	4	5	0	425
5	14	1	6	4	3	0	595	55	155	8	0	7	3	6	544
6	16	9	9	7	1	6	714	56	158	6	4	0	2	2	663
7	19	8	3	0	0	2	833	57	161	4	7	3	0	8	782
8	22	6	6	2	8	8	952	58	164	3	0	5	9	4	901
9	25	4	9	5	7	5	071	59	167	1	3	8	8	1	020
10	28	3	2	8	6	1	190	60	169	9	7	1	6	7	139
11	31	1	6	1	4	7	309	61	172	8	0	4	5	3	258
12	33	9	9	4	3	3	428	62	175	6	3	7	3	9	377
13	36	8	2	7	1	9	547	63	178	4	7	0	2	5	496
14	39	6	6	0	0	5	666	64	181	3	0	3	1	1	615
15	42	4	9	2	9	1	785	65	184	1	3	5	9	7	734
16	45	3	2	5	7	7	904	66	186	9	6	8	8	3	853
17	48	1	5	8	6	4	023	67	189	8	0	1	6	9	972
18	50	9	9	1	5	0	142	68	192	6	3	4	5	6	091
19	53	8	2	4	3	6	261	69	195	4	6	7	4	2	210
20	56	6	5	7	2	2	380	70	198	3	0	0	2	8	329
21	59	4	9	0	0	8	499	71	201	1	3	3	1	4	448
22	62	3	2	2	9	4	618	72	203	9	6	6	0	0	567
23	65	1	5	5	8	0	737	73	206	7	9	8	8	6	686
24	67	9	8	8	6	6	856	74	209	6	3	1	7	2	805
25	70	8	2	1	5	2	975	75	212	4	6	4	5	8	924
26	73	6	5	4	3	9	093	76	215	2	9	7	4	5	042
27	76	4	8	7	2	5	212	77	218	1	3	0	3	1	161
28	79	3	2	0	1	1	331	78	220	9	6	3	1	7	280
29	82	1	5	2	9	7	450	79	223	7	9	6	0	3	399
30	84	9	8	5	8	3	569	80	226	6	2	8	8	9	518
31	87	8	1	8	6	9	688	81	229	4	6	1	7	5	637
32	90	6	5	1	5	5	807	82	232	2	9	4	6	1	756
33	93	4	8	4	4	1	926	83	235	1	2	7	4	7	875
34	96	3	1	7	2	8	045	84	237	9	6	0	3	3	994
35	99	1	5	0	1	4	164	85	240	7	9	3	2	0	113
36	101	9	8	3	0	0	283	86	243	6	2	6	0	6	232
37	104	8	1	5	8	6	402	87	246	4	5	8	9	2	351
38	107	6	4	8	7	2	521	88	249	2	9	1	7	8	470
39	110	4	8	1	5	8	640	89	252	1	2	4	6	4	589
40	113	3	1	4	4	4	759	90	254	9	5	7	5	0	708
41	116	1	4	7	3	0	878	91	257	7	9	0	3	6	827
42	118	9	8	0	1	6	997	92	260	6	2	3	2	2	946
43	121	8	1	3	0	3	116	93	263	4	5	6	0	9	065
44	124	6	4	5	8	9	235	94	266	2	8	8	9	5	184
45	127	4	7	8	7	5	354	95	269	1	2	1	8	1	303
46	130	3	1	1	6	1	473	96	271	9	5	4	6	7	422
47	133	1	4	4	4	7	592	97	274	7	8	7	5	3	541
48	135	9	7	7	3	3	711	98	277	6	2	0	3	9	660
49	138	8	1	0	1	9	830	99	280	4	5	3	2	5	779
50	141	6	4	3	0	5	949	100	283	2	8	6	1	1	898

(Nouveau) Tableau III B

DE CONVERSION DE TONNEAUX DE JAUGE EN MÈTRES CUBES

(New) Table III B

FOR CONVERTING REGISTER TONS INTO CUBIC METRES

Tonneaux Tons	Mètres cubes Cubic metres	Tonneaux Tons	Mètres cubes Cubic metres
0.01	0.028	0.51	1.445
0.02	0.057	0.52	1.473
0.03	0.085	0.53	1.501
0.04	0.113	0.54	1.530
0.05	0.142	0.55	1.558
0.06	0.170	0.56	1.586
0.07	0.198	0.57	1.615
0.08	0.227	0.58	1.643
0.09	0.255	0.59	1.671
0.10	0.283	0.60	1.700
0.11	0.312	0.61	1.728
0.12	0.340	0.62	1.756
0.13	0.368	0.63	1.785
0.14	0.397	0.64	1.813
0.15	0.425	0.65	1.841
0.16	0.453	0.66	1.870
0.17	0.482	0.67	1.898
0.18	0.510	0.68	1.926
0.19	0.538	0.69	1.955
0.20	0.567	0.70	1.983
0.21	0.595	0.71	2.011
0.22	0.623	0.72	2.040
0.23	0 652	0.73	2.068
0.24	0.680	0.74	2.096
0.25	0.708	0.75	2.125
0.26	0.737	0.76	2.153
0.27	0.765	0.77	2.181
0.28	0.793	0.78	2.210
0.29	0.822	0.79	2.238
0.30	0.850	0.80	2.266
0 31	0.878	0.81	2.295
0.32	0.907	0.82	2.323
0.33	0.935	0.83	2.351
0.34	0.963	0.84	2.380
0.35	0.992	0.85	2.408
0.36	1.020	0.86	2.436
0.37	1.048	0.87	2.465
0.38	1.076	0.88	2.493
0.39	1.105	0.89	2.521
0.40	1.133	0.90	2.550
0.41	1.161	0.91	2.578
0.42	1.190	0.92	2.606
0.43	1.218	0.93	2 635
0.44	1.246	0.94	2.663
0.45	1.275	0.95	2.691
0.46	1.303	0.96	2.720
0.47	1.331	0.97	2.748
0.48	1.360	0.98	2.776
0.49	1.388	0.99	2.805
0.50	1.416	1.00	2.833

(Nouveau) Tableau IV A

DE CONVERSION DE MÈTRES CUBES EN TONNEAUX DE JAUGE

(New) Table IV A

FOR CONVERTING CUBIC METRES INTO REGISTER TONS

Mètres cubes Cubic metres	Tonneaux Tons				Mètres cubes Cubic metres	Tonneaux Tons			
	1 fois once	10 fois 10 times	100 fois 100 times	1.000 fois 1,000 times		1 fois once	10 fois 10 times	100 fois 100 times	1.000 fois 1,000 times
1	0	3	5	3	51	18	0	0	3
2	0	7	0	6	52	18	3	5	6
3	1	0	5	9	53	18	7	0	9
4	1	4	1	2	54	19	0	6	2
5	1	7	6	5	55	19	4	1	5
6	2	1	1	8	56	19	7	6	8
7	2	4	7	1	57	20	1	2	1
8	2	8	2	4	58	20	4	7	4
9	3	1	7	7	59	20	8	2	7
10	3	5	3	0	60	21	1	8	0
11	3	8	8	3	61	21	5	3	3
12	4	2	3	6	62	21	8	8	6
13	4	5	8	9	63	22	2	3	9
14	4	9	4	2	64	22	5	9	2
15	5	2	9	5	65	22	9	4	5
16	5	6	4	8	66	23	2	9	8
17	6	0	0	1	67	23	6	5	1
18	6	3	5	4	68	24	0	0	4
19	6	7	0	7	69	24	3	5	7
20	7	0	6	0	70	24	7	1	0
21	7	4	1	3	71	25	0	6	3
22	7	7	6	6	72	25	4	1	6
23	8	1	1	9	73	25	7	6	9
24	8	4	7	2	74	26	1	2	2
25	8	8	2	5	75	26	4	7	5
26	9	1	7	8	76	26	8	2	8
27	9	5	3	1	77	27	1	8	1
28	9	8	8	4	78	27	5	3	4
29	10	2	3	7	79	27	8	8	7
30	10	5	9	0	80	28	2	4	0
31	10	9	4	3	81	28	5	9	3
32	11	2	9	6	82	28	9	4	6
33	11	6	4	9	83	29	2	9	9
34	12	0	0	2	84	29	6	5	2
35	12	3	5	5	85	30	0	0	5
36	12	7	0	8	86	30	3	5	8
37	13	0	6	1	87	30	7	1	1
38	13	4	1	4	88	31	0	6	4
39	13	7	6	7	89	31	4	1	7
40	14	1	2	0	90	31	7	7	0
41	14	4	7	3	91	32	1	2	3
42	14	8	2	6	92	32	4	7	6
43	15	1	7	9	93	32	8	2	9
44	15	5	3	2	94	33	1	8	2
45	15	8	8	5	95	33	5	3	5
46	16	2	3	8	96	33	8	8	8
47	16	5	9	1	97	34	2	4	1
48	16	9	4	4	98	34	5	9	4
49	17	2	9	7	99	34	9	4	7
50	17	6	5	0	100	35	3	0	0

(Nouveau) Tableau IV B

DE CONVERSION DE MÈTRES CUBES EN TONNEAUX DE JAUGE

(New) Table IV B

FOR CONVERTING CUBIC METRES INTO REGISTER TONS

Mètres cubes Cubic metres	Tonneaux Tons	Mètres cubes Cubic metres	Tonneaux Tons
0.01	0.004	0.51	0.180
0.02	0.007	0.52	0.184
0.03	0.011	0.53	0.187
0.04	0.014	0.54	0.191
0.05	0.018	0.55	0.194
0.06	0.021	0.56	0.198
0.07	0.025	0.57	0.201
0.08	0.028	0.58	0.205
0.09	0 032	0.59	0.208
0.10	0.035	0.60	0.212
0.11	0.039	0.61	0.215
0.12	0.042	0.62	0.219
0.13	0.046	0.63	0.222
0.14	0.049	0.64	0.226
0.15	0.053	0.65	0.229
0.16	0.056	0.66	0.233
0.17	0.060	0.67	0.237
0.18	0.064	0.68	0.240
0.19	0.067	0.69	0.244
0.20	0.071	0.70	0.247
0.21	0.074	0.71	0.251
0.22	0.078	0.72	0.254
0.23	0.081	0.73	0.258
0.24	0.085	0.74	0.261
0.25	0.088	0.75	0.265
0.26	0.092	0.76	0.268
0.27	0.095	0.77	0.272
0.28	0.099	0.78	0.275
0.29	0.102	0.79	0.279
0.30	0.106	0.80	0.282
0.31	0.109	0.81	0.286
0.32	0.113	0.82	0.289
0.33	0.116	0.83	0.293
0.34	0.120	0.84	0.297
0.35	0.124	0.85	0.300
0.36	0.127	0.86	0.304
0.37	0.131	0.87	0.307
0.38	0.134	0.88	0.311
0.39	0.138	0.89	0.314
0.40	0.141	0.90	0.318
0.41	0.145	0.91	0.321
0.42	0.148	0.92	0.325
0.43	0.152	0.93	0 328
0.44	0.155	0.94	0.332
0.45	0.159	0.95	0.335
0.46	0.162	0.96	0.339
0.47	0.166	0.97	0.342
0.48	0.169	0.98	0.346
0.49	0.173	0.99	0.349
0.50	0.177	1.00	0.353

(NOUVEAUX) EXEMPLES.

Exemple de l'application du Tableau III de conversion de tonneaux de jauge en mètres cubes.

On doit convertir 36,503.85 tonneaux de jauge en mètres cubes:

		T.J.—R.T.		M.³
Du Tableau / From Table	III A . .	36.000	=	101,983.003
» »	III A . .	500	=	1,416.431
» »	III A . .	3	=	8.499
» »	III B . .	0.85	=	2.408
		36,503.85	=	103,410.341
			∾	103,410.34

Exemple de l'application du Tableau IV de conversion de mètres cubes en tonneaux de jauge.

On doit convertir 89,738.92 mètres cubes en tonneaux de jauge:

		M.³		T.J.—R.T.
Du Tableau / From Table	IV A . .	89,000	=	31,417.000
» »	IV A . .	730	=	257.690
» »	IV A . .	8	=	2.824
» »	IV B . .	0.92	=	0.325
		89,738.92	=	31,677.839
			∾	31,677.84

Exemple de l'application du Tableau V de conversion de pieds en mètres.

On doit convertir 428,15 pieds en mètres:

		Pieds—Feet		Mètres
Du Tableau / From Table	V A . . .	420	=	128.014
» »	V A . . .	8	=	2.438
» »	V B . . .	0.15	=	0.046
		428.15	=	130.498
			∾	130.50

(NEW) EXAMPLES.

Example for Application of Table III for converting Register Tons into Cubic Metres.

One has to convert 36,503.85 register tons into cubic metres:

		T.J.—R.T.		M.³
From Table	III A . .	36.000	=	101,983.003
» »	III A . .	500	=	1,416.431
» »	III A . .	3	=	8.499
» »	III B . .	0.85	=	2.408
		36,503.85	=	103,410.341
			∾	103,410.34

Example for Application of Table IV for converting Cubic Metres into Register Tons.

One has to convert 89,738.92 cubic metres into register tons:

		M.³		T.J.—R.T.
From Table	IV A . .	89,000	=	31,417.000
» »	IV A . .	730	=	257.690
» »	IV A . .	8	=	2.824
» »	IV B . .	0.92	=	0.325
		89,738.92	=	31,677.839
			∾	31,677.84

Example for Application of Table V for converting Feet into Metres.

One has to convert 428.15 feet into metres:

		Pieds—Feet		Mètres
From Table	V A . . .	420	=	128.014
» »	V A . . .	8	=	2.438
» »	V B . . .	0.15	=	0.046
		428.15	=	130.498
			∾	130.50

EXEMPLE DE L'APPLICATION DU TABLEAU VI DE CONVERSION DE MÈTRES EN PIEDS.

On doit convertir 145,67 mètres en pieds:

EXAMPLE FOR APPLICATION OF TABLE VI FOR CONVERTING METRES INTO FEET.

One has to convert 145.67 metres into feet:

		Mètres		Pieds—Feet
Du Tableau / From Table	VI A . . .	140	=	459.326
» »	VI A . . .	5	=	16.405
» »	VI B . . .	0.67	=	2.198
		145.67	=	477.929
			~	477.93