

INTER-GOVERNMENTAL MARITIME
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IMCO

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**INTERPRETATION OF TECHNICAL TERMS USED IN
THE INTERNATIONAL CONVENTION ON TONNAGE
MEASUREMENT OF SHIPS, 1969**

The Maritime Safety Committee at its fortieth session agreed on the interpretations of technical terms used in the International Convention on Tonnage Measurement of Ships, 1969. These interpretations are set out ... at Annex 12 of MSC XL/26, copy of which is attached.

Governments concerned are invited to apply these interpretations following the entry into force of the Convention.

10/10/10

Dear Mr. [Name],

I am writing to you regarding the [subject] of your letter dated [date]. I have reviewed the information provided and am sorry to hear that you are experiencing [issue]. We will do our best to resolve this as quickly as possible. Please provide any further details or documents that may be helpful. We will contact you again once a solution has been reached.

ANNEX 12INTERPRETATIONS OF TECHNICAL TERMS USED IN THE INTERNATIONAL
CONVENTION ON TONNAGE MEASUREMENT OF SHIPS, 1969Article 3(2)(b)

1. The term "substantial variation" in Article 3(2)(b) needs no interpretation as the continued use of tonnage values found by applying existing national measurement systems to determine the applicability of the Regulations of the SOLAS Convention to an altered existing ship until 1985, reduces or eliminates the urgency of developing a common interpretation. Reference is made to MSC/Circ. 253 regarding existing ships which regularly alter load line and tonnage marks in order to change from higher to lower tonnage and vice versa.

Regulation 2(3)

2. The term "amidships" as in Regulation 2(3) should be considered as the mid-point of the length as defined in Article 2(8) where the forward terminal of that length shall coincide with the fore side of the stem.

Regulation 2(4)

3. Regulation 2(4) is not ambiguous and no contradiction exists between the definition of closed spaces as being "bounded by the ship's hull, by fixed or movable partitions" and "..... where the absence of a partition shall preclude a space from being included in the enclosed space."

Regulation 6(2)

4. Inaccessible masts, kingpost, air trunks and similar erections outside of and separated on all their sides from enclosed spaces and having cross sectional areas not exceeding one square metre should not be measured; other similarly independent enclosed spaces of a volume not exceeding one cubic metre should not be measured.

Regulation 2(7)

5. Dual purpose spaces such as those used for both ballast and cargo should always be considered as cargo spaces.

Regulation 2(8)

6. Hatchways of sea-going barges on international voyages should be considered as closed by virtue of the requirements of the International Convention on Load Lines, 1966.

Regulations 3 and 4

7. Final tonnage figures as prescribed in Regulations 3 and 4 in the presentation of results of tonnage measurement should be given in rounded down figures without decimals.

Regulation 7

8. A standard form showing the main particulars of the tonnage calculation should accompany the Tonnage Certificate for easy reference, a model of which is shown at Appendix.

Regulation 7(2)

9. Administrations should decide on the degree of accuracy of the tonnage calculations.

APPENDIX

STANDARD FORM GIVING PARTICULARS
 OF UNIFORM TONNAGE CALCULATION

GROSS TONNAGE

Item No.	Name of Space	Location	Length	Moulded Volume Enclosed Spaces (V)
	Underdeck Poop Bridge Forecastle Roundhouses Hatches, etc.			
		Total Volume (V ₁)		
NET TONNAGE				
	No. 1 Hold No. 2 Hold, etc. No. 1 Tween Decks No. 2 Tween Decks, etc. Hatches, etc.			
		Total Volume (V ₂)		
