



SUB-COMMITTEE ON STABILITY AND
LOAD LINES AND ON FISHING
VESSELS SAFETY - 28th session
Agenda item 8

IMO

INTERPRETATION AND IMPLEMENTATION OF
THE 1969 TONNAGE CONVENTION

Submitted by Sweden

1 Interpretations

Now that the 1969 Tonnage Convention has been applied to a number of ships, several questions have arisen regarding the interpretation of articles and regulations of the Convention. A number of questions are deemed to be of such interest that they should be brought forward to IMO. These questions are listed below together with a brief explanation of how they have been handled in Sweden.

2 Article 2(8) (Definitions)

2.1 "Length" means 96 per cent of the total length of a waterline at 85 per cent of the least moulded depth measured from the top of the keel, or the length from the fore side of the stem to the axis of the rudder stock on that waterline, if that be greater.

2.2 This is the same definition of length as in the International Convention on Load Lines, 1966. It should therefore in almost all cases be possible to take the length from the International Load Line Certificate. It has, however, turned out that for certain types of ships the freeboard length has been measured quite differently depending on which classification society has made the load line survey and issued the International Load Line Certificate. This observation has been made especially concerning flat top barges. Such ships generally have no rudder stocks; often both stem and stern are vertical lines (see Figure 1). The freeboard length has then in most cases been taken as 96 per cent of the waterline length, but in some cases as the full length between stems, i.e. it has been thought that the second part of the definition is valid even if there is no rudder stock. In the opinion of Sweden the first interpretation (96 per cent of the waterline length) is the correct one.

2.3 Another problem regarding the definition of length is with mobile offshore drilling units or accommodation platforms, where 85 per cent of the moulded depth may be at a height above the top of the pontoons but below the lowest platform deck, i.e. only the pillars are situated at this level (see Figure 2). How should the length be calculated in such cases? One solution could be to give the freeboard length and indicate how it has been measured.

3 Article 9(2) (Form of Certificate)

It is not quite clear as to what is intended to be filled in under certain headings. This is how it has been done in Sweden up till now:

.1 Front page

"Date"

For existing ships it has been considered sufficient to give the year (if other than 1982). If known, the month has also been stated in some cases. If the year is 1982, the month should be given, and if the month is July, also the specific date.

.2 Back page

.2.1 "Location"

In some cases only the expression "on deck" or similar has been deemed as sufficient.

.2.2 "Date and place of original measurement"

As the date and place of the actual measurement can be of no interest, the date and place for the first issuing of an International Tonnage Certificate (1969) has been stated here. So far, this has always been the same date and place as on the front page. This date will then be the same for all future International Tonnage Certificates (1969) issued to the same ship.

.2.3 "Date and place of last previous remeasurement"

In analogy with what is said above, this should be the date and place of issue of the last previous International Tonnage Certificate (1969). This follows Regulation 5(3).

.2.4 In the Swedish opinion, the headings referred to in paragraphs .2.2 and .2.3 above should be changed as soon as possible, i.e. in the first set of amendments to the Convention.

Sweden proposes that they be changed to "Date and place of issue of original 1969 Certificate" and "Date and place of issue of last previous 1969 Certificate."

4 Article 15 (Communication of Information)

It seems as if this article has been forgotten by almost all Contracting Governments (including Sweden). It would be valuable to have a specimen of the form of certificate used by other administrations. With regard to Article 15(b), probably the text of such laws, etc., is in the national language only. Should they still be submitted to IMO? Should this include also such things as detailed instructions to tonnage surveyors?

5 Articles 2(5), 6, 7, 8(1), 12(3); Regulations 1, 2(7), 4 and 5 (Net tonnage)

It is obvious that the coming into force of the 1969 Tonnage Convention has speeded up the earlier trend of change from net to gross tonnage as the basis for dues and fees all over the world. It is proposed that IMO should undertake a study of the extent to which the net tonnage is used, or intended to be used in the future, and if it turns out that the net tonnage will be used by very few, a proposal for amendment of the convention should be made, with the aim of deleting the determination of a net tonnage.

6 Regulation 2(4) (Enclosed spaces)

Exactly what is meant by "permanent or movable awnings"? Would covering of deck cargo with such awnings be permitted? What if they were made of, e.g. light alloy?

7 Regulation 6(3) (Spaces open to the sea)

There is a certain type of ship which is used for transport of mud, e.g. from dredgers to some place at sea where the mud is dumped. The cargo is discharged either by opening of bottom hatches or by hydraulically separating the two hulls of the ships (Figure 3). In such ships, the "cargo hold" is more or less open to the sea all the time. The ship is floating on the side hulls, i.e. the volume of the cargo hold is not included in the buoyancy. For this reason the Swedish Administration has decided that the volume of such cargo spaces should not be included in the gross or net tonnages. In the Swedish opinion, the case could best be compared with a flat top barge where the cargo is carried on deck; the only difference is that in a mud lighter or ship the deck is recessed in the middle of the ship. It would be appreciated if this interpretation could be confirmed.

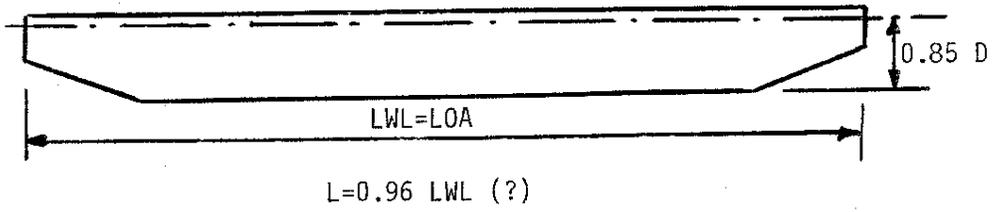


Figure 1

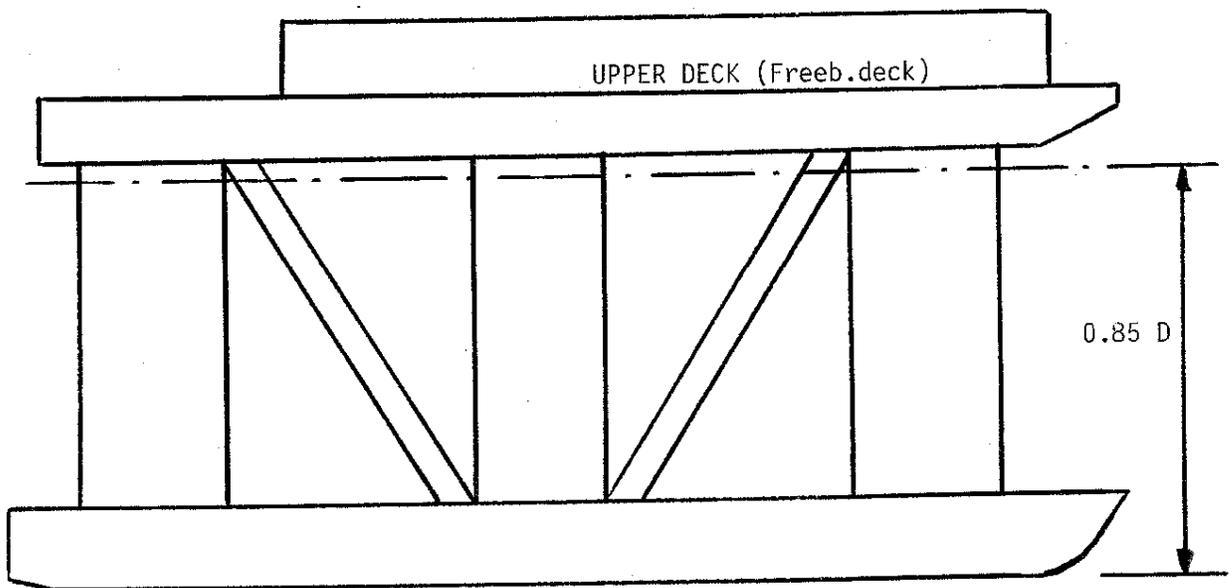


Figure 2

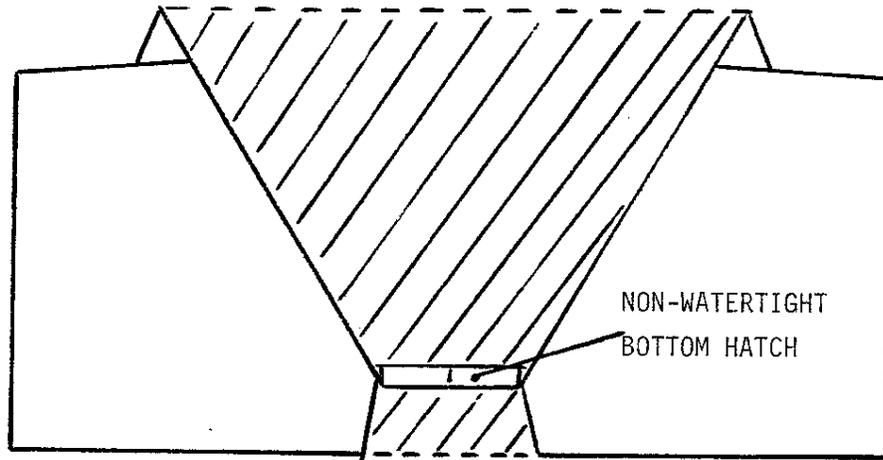


Figure 3

Shaded volumes not included in tonnages

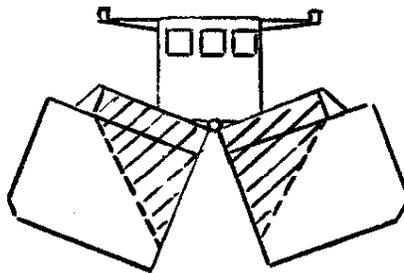


Figure 3a



