



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

IMO

IMPLEMENTATION AND INTERPRETATION OF THE
1969 TONNAGE CONVENTION

Report of the Working Group

1 The working group met from 7 to 8 February 1983, under the Chairmanship of Mr T.J. Lewis (United States), to consider matters regarding the interpretation of the provisions of the 1969 Tonnage Convention.

2 The meeting was attended by delegations from Belgium, France, the Federal Republic of Germany, Liberia, the Netherlands, Norway, Sweden, the United Kingdom and the United States, as well as by an observer from the International Chamber of Shipping (ICS).

3 As instructed by the Sub-Committee, the group considered a document submitted by Sweden (SLF 28/8) and agreed to interpretations to the 1969 Tonnage Convention, as stated hereunder.

3.1 Article 2(8) - Definitions

3.1.1 The "length" definition in the 1969 Tonnage Convention is identical to the definition in the Load Line Convention. It is pointed out that in some cases there have been inconsistencies in correctly applying the length criteria, especially concerning flat top barges. So as to achieve uniformity, the group recommends that in cases of rudder-less flat top barges, the applicable length for use in both Conventions could effectively be 96% of the total length of a water-line at 85% of the least moulded depth measured from the top of the keel.

3.1.2 There is a problem in determining Length and Breadth in accordance with the Convention definitions for column stabilized units such as semi-submersible drilling units, etc.

3.1.3 For uniformity, it is suggested that overall dimension be used, i.e.e length and breadth overall between fixed permanent structures.

3.1.4 In these cases the references (Article 2(8) and Regulation 2(3)) to length and breadth should be deleted and "overall" added in typescript in the appropriate box of the International Tonnage Certificate, 1969.

3.1.5 It should be noted in the records column that the length and breadth overall dimensions have been used because this vessel is a "semi-submersible drilling unit" etc.

3.2 Article 9(2) - Form of Certificate

3.2.1 The group recognizes that certain information required on the International Tonnage Certificate, 1969, may be misconstrued in the absence of further clarification. The following interpretations are recommended:

.1 Obverse of Certificate

"Date" refers to either the date of original construction of the ship or the date of its modification or reconstruction as defined in Article 3(2)(b). It is sufficient to list the year of construction except for vessels constructed in 1982 where the month and day should be inserted when available;

.2 Reverse of Certificate

In the column labelled "location" under the gross tonnage and net tonnage categories, it may frequently be sufficient to use terms such as "on deck" where more detailed information would be considered redundant;

.3 The term "Date and Place of original measurement" refers only to the issuance of the original ITC 1969 and has no reference to measurements under pre-existing national systems;

.4 The term "Date and place of last previous measurement" refers to the date of the last previous International Tonnage Certificate, 1969, in accordance with Regulation 5(3).

of issue

3.3 Article 15 - Communication of Information

The group notes the requirement in Article 15 that contracting Nations are required to provide copies of their national regulations on the 1969 Tonnage Convention for deposit with IMO but is advised that such regulations need not be translated into one of the official languages. The submission to IMO of sample International Tonnage Certificates, 1969, is required with wording shown in one of the official languages. ✓

3.4 Article 2(5), 6, 7, 8(1), 12(3)
Reg. 1, 2(7), 4 and 5 (Net Tonnage)

The group agreed in principal that Convention net tonnage is not an accurate reflection of a ship's earning capacity. As such, it believes that the use of net tonnage by various countries or organizations for international applications might be studied with the possibility that net tonnage may be considered as irrelevant in the future. The group agreed, however, that no studies are necessary to be undertaken presently until there is a clear indication from users of net tonnage that its value is sufficiently diminished so as to initiate amending the Convention to eliminate net tonnage.

3.5 Regulation 2(4) Enclosed Spaces

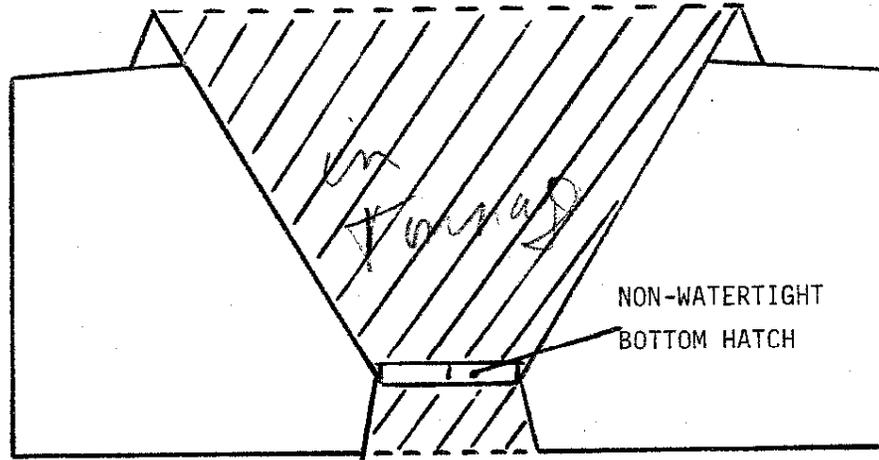
The group agreed that the space under a "permanent or movable awning" as referred to in Article 2(4) would be subject to the "excluded space" criteria found in Regulation 2(5).

3.6 Regulation 6(3) Cargo Spaces open to the sea

3.6.1 Some types of split hull dredgers or barges used for the transport of mud, etc. have cargo hold spaces between the hulls which are not sealed watertight from the sea at their closing edges

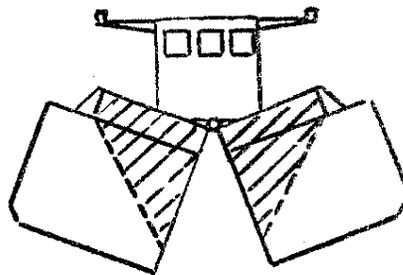
3.6.2 These cargo hold spaces should be included in V and Vc between the boundaries at the top of the coamings, the hold sides and ends down to the lower joint. OK

3.6.3 Space below the joint, open to the sea and not capable of holding cargo may be excluded from V.



Figure

Shaded volumes not included in tonnages



Figure

Legal question to MSC

4 The group also considered the question of a contracting nation which accedes or accepts the Tonnage Convention after its entry into force on 18 July 1982. It was agreed that those nations which enter the Convention after 18 July 1982 must nevertheless conform to Convention Article 2, which states that a "new ship" is one the keel of which was laid or at a similar stage of construction on or after the date of coming into force and Article 3(2) which states that the Convention will apply to such new ships. The rationale for this recommendation is that some non-Convention countries may achieve an economic advantage over Convention parties by delaying their decision to timely enter the Convention and that such advantage should not be encouraged.

5 The group also considered a paper submitted by the International Chamber of Shipping (SLF 28/8/1) in which the exclusion from Vc of volumes located in dedicated clean ballast tanks was proposed. The group's conclusions were as follows:

- .1 Dual purpose crude oil/clean ballast tanks should be included in Vc;
- .2 Consideration should be given to amending Resolution A.388(X) so that "Clean Ballast" tanks may be given similar treatment to "Segregated Ballast" tanks.

to be rewritten

