



SUB-COMMITTEE ON STABILITY AND
LOAD LINES AND ON FISHING
VESSELS SAFETY - 29th session
Agenda item 10

IMO

IMPLEMENTATION AND INTERPRETATION OF THE
1969 TONNAGE CONVENTION

Submitted by the Netherlands

1 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, as well as of the interpretations as stated in TM.5/Circ.1. The questions are listed below, together with a brief explanation of how they have been handled in the Netherlands.

2 Articles 4(1) and 7

The 1969 Tonnage Convention shall not apply to (a) ships of war and (b) ships of less than 24 metres in length.

The question is how will such ships be measured in other countries, if such ships are making "international voyages"?

In order to avoid a different system for tonnage measurement of such ships, the Netherlands Administration measures such ships according to the regulations for determining gross and net tonnages of ships as stated in Annex 1 of the 1969 Tonnage Convention and a "Special Tonnage Certificate" is issued to such ships. A copy of the form of this Special Tonnage Certificate is attached for information.

3 Regulation 2(5)

If an "excluded space" is taken in by machinery, such as for example, compressors, winches, fishprocessing apparatus on a fishing vessel, etc., is such a space then to be considered as an enclosed space and to be included in the total volume of the enclosed spaces "V"?

See figure 1. Up to now in the Netherlands such spaces are to be included in the total volume, bearing in mind the interpretation of the Panama Canal

Commission for excluded spaces, being: "provided such spaces are not used by the vessel for any purpose". In the opinion of the Netherlands delegation, the definition of "excluded spaces" in the 1969 Tonnage Convention was derived from the Panama Canal rules for measurement of vessels.

4 Regulation 2(5)(e)

What is meant by the term "recess"?

In this connexion reference is made to attached figures 2, 3 and 4. If a "recess" is taken in by machinery or by apparatus, such as for towing machinery on a tug, is such a space then to be considered as an "enclosed space"?

5 Regulation 2(5)

In this regulation the terms "erection" and "side-to-side erection" are used. A clarification of these terms is needed in connexion with the terms "structure", "superstructure", "roundhouse" and "deckhouse", in the application of spaces to be included or not in the volume of enclosed spaces.

6 Regulation 2(5)

A space forward of a poop with no protection other than the overhand of the deck above and the extension of the structure at the sides and with no means of closing (see figures 5 and 6, frame 21-23) has been subdivided by bulkheads at 4385 mm and 4950 mm from the centreline, for strengthening purposes.

At frame 23, 4385 mm from centreline up to the sides of the ship, bulkheads have been fitted, so the total construction in the sides can be considered as "boxes". The small bulkheads are provided with openings in order to consider the box construction as an open construction.

Are the spaces now fitted from frame 21-23 to be considered as "recesses" and therefore handled as "excluded spaces"?

7 In figure 7, a crane foundation on upperdeck in the gangway of a ship is shown fitted between bulwark and hatchway and consisting of 5 webframes, closed above and in the sides, thus forming a space. In the webframes however openings of about 500 x 1350 mm are made for accessibility from aft ship to fore ship.

Shall such a construction of which the volume can be considerable be included in the volume of enclosed spaces, or not?

On this foundation a deck crane has been fitted. Bearing in mind the interpretation of Regulation 6(3) in TM.5/Circ.1, the question is raised whether the cranehouse and cranejib shall be included in the volume of enclosed spaces (see figure 8).

8 Regulation 6

In TM.5/Circ.1, concerning interpretations of the provisions of the Convention, under the heading calculation of volumes, paragraph 3, it is stated that erections outside of and separated on all their sides from enclosed spaces and having cross-sectional areas not exceeding 1 m^2 should not be measured, among which are inaccessible masts. With reference to figure 9 the question is raised where the cross-sectional area should be measured.

9 With reference to enclosed figure 10, where a so-called dockship is shown, the question is raised how the total volume of all enclosed spaces of the ship "V" shall be calculated. The ship is provided with a stern door and no hatch covers are fitted on the uppermost deck because the cargo placed in the cargo hold, and consisting of small vessels, dredgers, etc., rises above the uppermost deck.

The shaded space in the figure, however, open from above, is used for the transport of cargo and in the opinion of the Netherlands must be included in the computation of the net tonnage V_c , with reference to interpretation of Regulation 2 in TM.5/Circ.1, paragraph 4.5.

Thus this space must be included in the computation of gross tonnage. See Regulation 2(7) of the Convention.

Bearing in mind regulation 1(3), which deals with novel types of craft, in the opinion of the Netherlands the "Moulded depth amidship to upper deck", as stated on the International Tonnage Certificate (1969), must be the depth to the uppermost deck, notwithstanding the definition of Regulation 2(8) of the Convention.

10 International Tonnage Certificate (1969)

With reference to figure 11 the question is raised, which length should be filled in on the aftside of the certificate? For practical reasons, bearing in mind Article 12 of the 1969 Tonnage Convention which deals with inspection, in the Netherlands the extreme length of the superstructure or deckhouse ℓ_2 is filled in on the certificate for the first tier and ℓ_5 for the second tier.

11 Are the interpretations of the provisions of the Convention, as distributed by IMO in TM/Circular series, applied by all contracting Governments to the 1969 Tonnage Convention? Is there any information available as to which Governments do not apply or partly apply the interpretations?

BIJZONDERE MEETBRIEF**SPECIAL TONNAGE CERTIFICATE**

AFGEGEVEN KRACHTENS DE MEETBRIEVENWET 1981, (Sib. 122) EN DE DAAROP BERUSTENDE BEPALINGEN, OVEREENKOMSTIG DE VOORSCHRIFTEN VAN HET INTERNATIONAAL VERDRAG BETREFFENDE DE METING VAN SCHEPEN, 1969, MET BIJLAGEN.

Issued according to the regulations of the International Convention on Tonnage Measurement of Ships, 1969, and the Annexes.

NAMENS DE REGERING VAN HET

under the authority of the Government of the

KONINKRIJK DER NEDERLANDEN

KINGDOM OF THE NETHERLANDS

NAAM VAN HET SCHIP
Name of Ship

ROEPNAAM
Distinctive Number or Letters

THUISHAVEN
Port of Registry

DATUM)
(Date)

***) DATUM WAAROP DE KIEL IS GELEGD OF WAAROP HET SCHIP ZICH IN EEN SOORTGELIJK STADIUM VAN AANBOUW BEVOND (Artikel 1, letter k, van de Meetbrievenwet 1981) OF DE DATUM WAAROP HET SCHIP VERANDERINGEN OF WIJZIGINGEN VAN BELANGRIJKE AARD HEEFT ONDERGAAN (Artikel 4, eerste lid, letter a, onder 2 van de Meetbrievenwet 1981)**

Date on which the keel was laid of the ship was at a similar stage of construction (according to Article 2(6)), or date on which the ship underwent alterations or modifications of a major character (according to Article 3(2)(b)), as appropriate.

HOOFDAFMETINGEN — MAIN DIMENSIONS

LENGTE (Artikel 2, letter m, van de Meetbrievenwet 1981)
Length (According to Article 2(8))

BREEDTE (Artikel 2, letter c, van het besluit metingsvoorschriften 1982)
Breadth (According to Regulation 2(3))

HOLTE NAAR DE MAL MIDSCHEPS TOT HET BOVENDEK (Artikel 2, letter b, van het besluit metingsvoorschriften 1982)
Moulded Depth amidships to Upper Deck (According to Regulation 2(2))

DE TONNAGES VAN HET SCHIP ZIJN: — THE TONNAGES OF THE SHIP ARE:

BRUTO-TONNAGE — GROSS TONNAGE

NETTO-TONNAGE — NET TONNAGE

ONDERGETEKENDE VERKLAART DAT DE TONNAGES VAN DIT SCHIP ZIJN VASTGESTELD OVEREENKOMSTIG DE VOORSCHRIFTEN VAN HET INTERNATIONAAL VERDRAG BETREFFENDE DE METING VAN SCHEPEN, 1969, met Bijlagen;

This is to certify that the tonnages of this ship have been determined in accordance with the provisions of the International Convention on Tonnage Measurement of Ships, 1969, and the Annexes.

AFGEGEVEN TE RIJSWIJK,
Issued at

HET HOOFD VAN DE SCHEEPSMETINGSDIENST,
The Head of the Department for Tonnage Measurement of Ships.

RUITEN BEGREPEN IN DE TONNAGE
Spaces included in tonnage

BRUTO-TONNAGE Gross Tonnage			NETTO-TONNAGE Net Tonnage		
BENAMING RUIMTE Name of Space	PLAATS Location	LENGTE Length	BENAMING RUIMTE Name of Space	PLAATS Location	LENGTE Length
<p>NIET IN DE TONNAGE BEGREPEN RUITEN (Artikel 2, letter a, van het besluit metingsvoorschriften 1982) Excluded spaces (According to Regulation 2(5))</p>			<p>AANTAL PASSAGIERS (Artikel 4, eerste lid, van het besluit metingsvoorschriften 1982) Number of passengers (According to Regulation 4(1))</p>		
<p>NIET IN DE TONNAGE BEGREPEN RUITEN (Artikel 2, letter a, van het besluit metingsvoorschriften 1982) Excluded spaces (According to Regulation 2(5))</p>			<p>AANTAL PASSAGIERS IN HUTTEN MET NIET MEER DAN 8 KOOIEN Number of passengers in cabins with not more than 8 berths</p>		
<p>NIET IN DE TONNAGE BEGREPEN RUITEN (Artikel 2, letter a, van het besluit metingsvoorschriften 1982) Excluded spaces (According to Regulation 2(5))</p>			<p>AANTAL OVERIGE PASSAGIERS Number of other passengers</p>		
<p>NIET IN DE TONNAGE BEGREPEN RUITEN (Artikel 2, letter a, van het besluit metingsvoorschriften 1982) Excluded spaces (According to Regulation 2(5))</p>			<p>DIEPGANG NAAR DE MAL (Artikel 4, tweede lid, van het besluit metingsvoorschriften 1982) Moulded Draught (According to Regulation 4(2))</p>		

Een (*) moet worden geplaatst achter de hierboven vermelde ruimten, die zowel de ingesloten ruimten, als de "niet in de tonnage begrepen ruimten" omvatten.
An asterisk (*) should be added to those spaces listed above which comprise both enclosed and excluded spaces

DATUM EN PLAATS VAN OORSPRONKELIJKE METING
Date and place of original measurement

DATUM EN PLAATS VAN VOORLAATSTE HERMETING
Date and place of last previous remeasurement

OPMERKINGEN:
Remarks

De merken betreffende de teboekstelling ten hypotheekkantere *)
zijnde
zijn ingebeeld aanwezig bevonden op het achterschip

m uit hekplaat m uit lengtes
m boven het dek
de

Het Hoofd van de Scheepsmetingsdienst
De Ambtenaar van de Scheepsmetingsdienst

*) Official number for Netherlands ships

SIDE-TO-SIDE ERECTIONS ON UPPERDECK

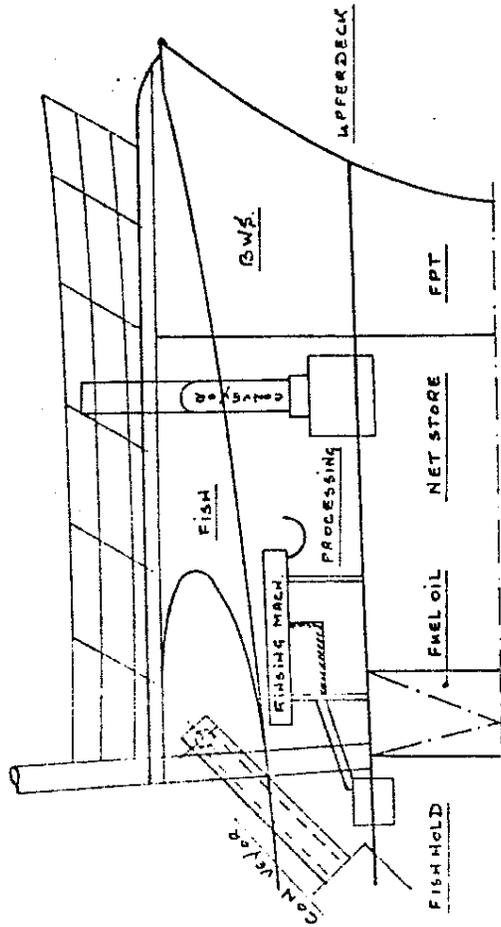


figure 1

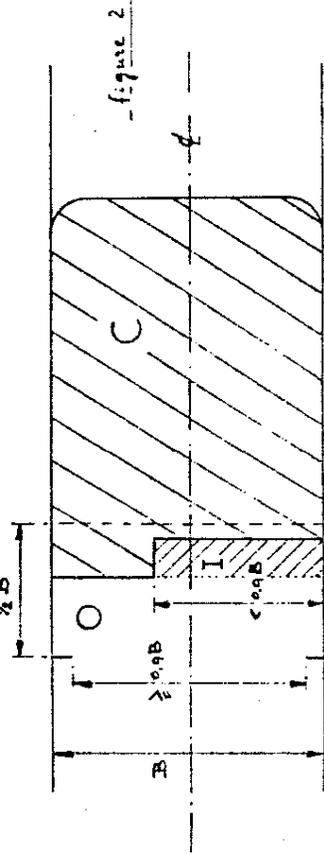
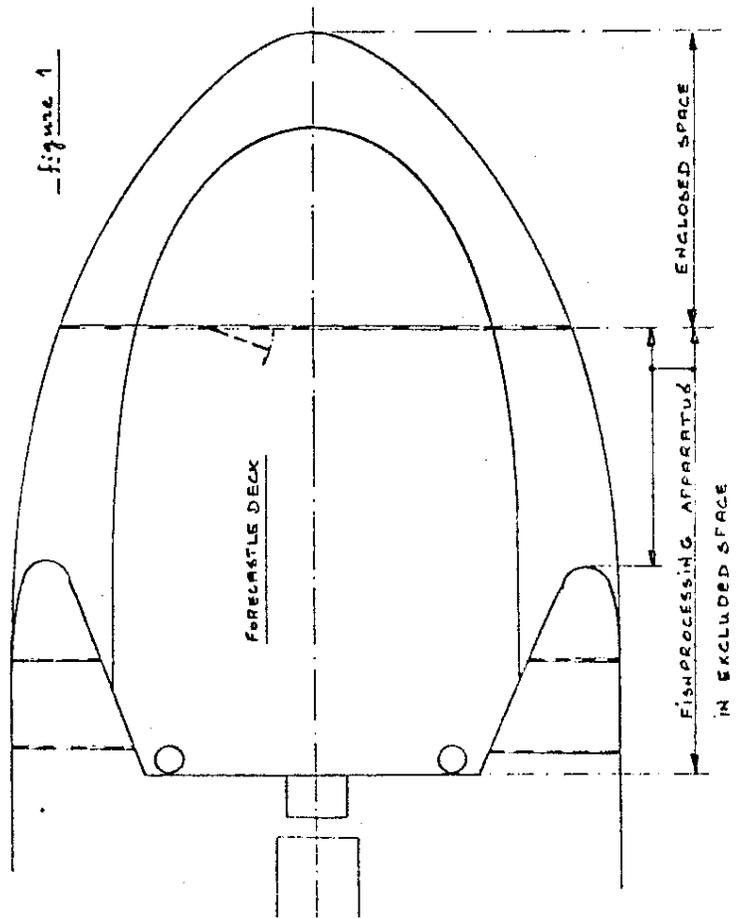


figure 2

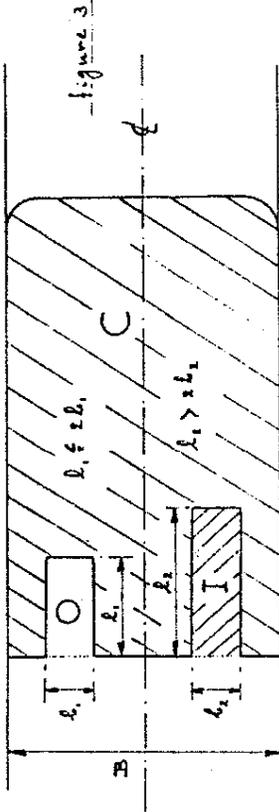


figure 3

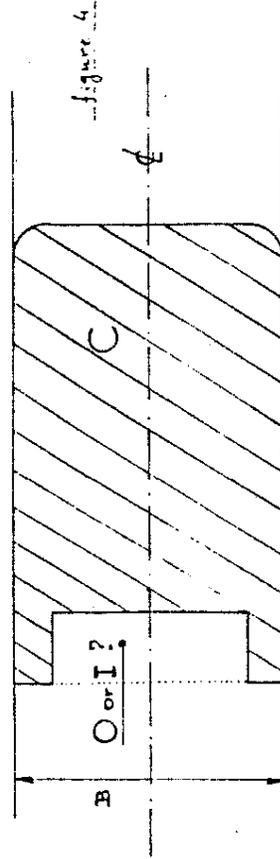


figure 4

- O = EXCLUDED SPACE
- C = ENCLOSED SPACE
- I = SPACE TO BE CONSIDERED AS AN ENCLOSED SPACE

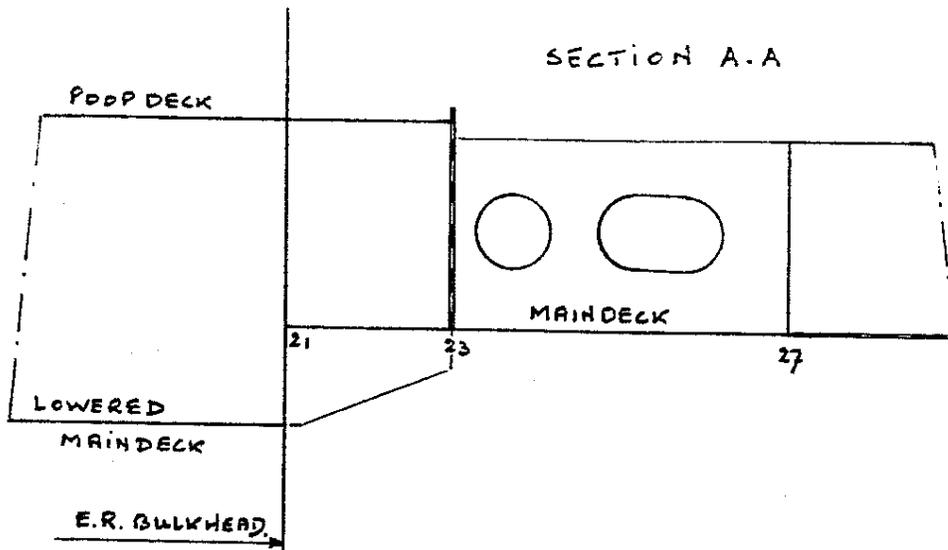


figure 5

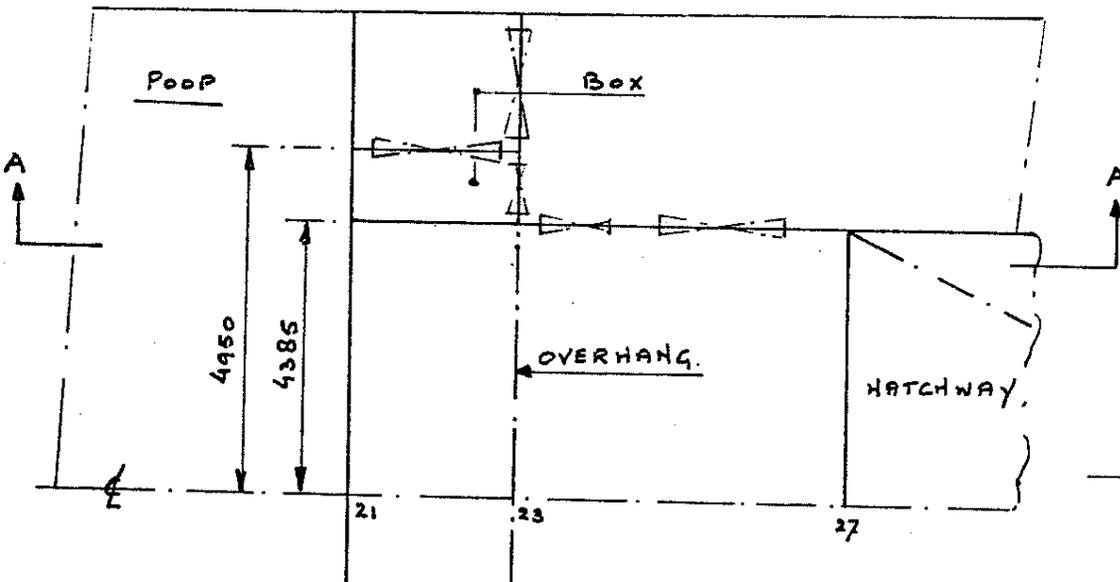


figure 6

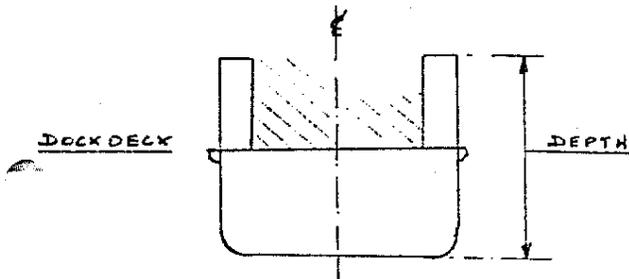
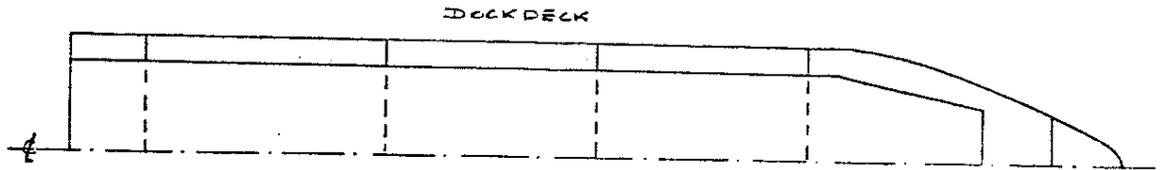
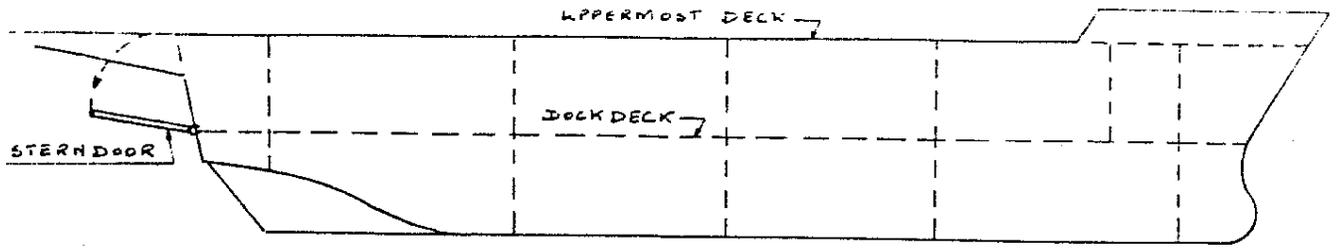


figure 10

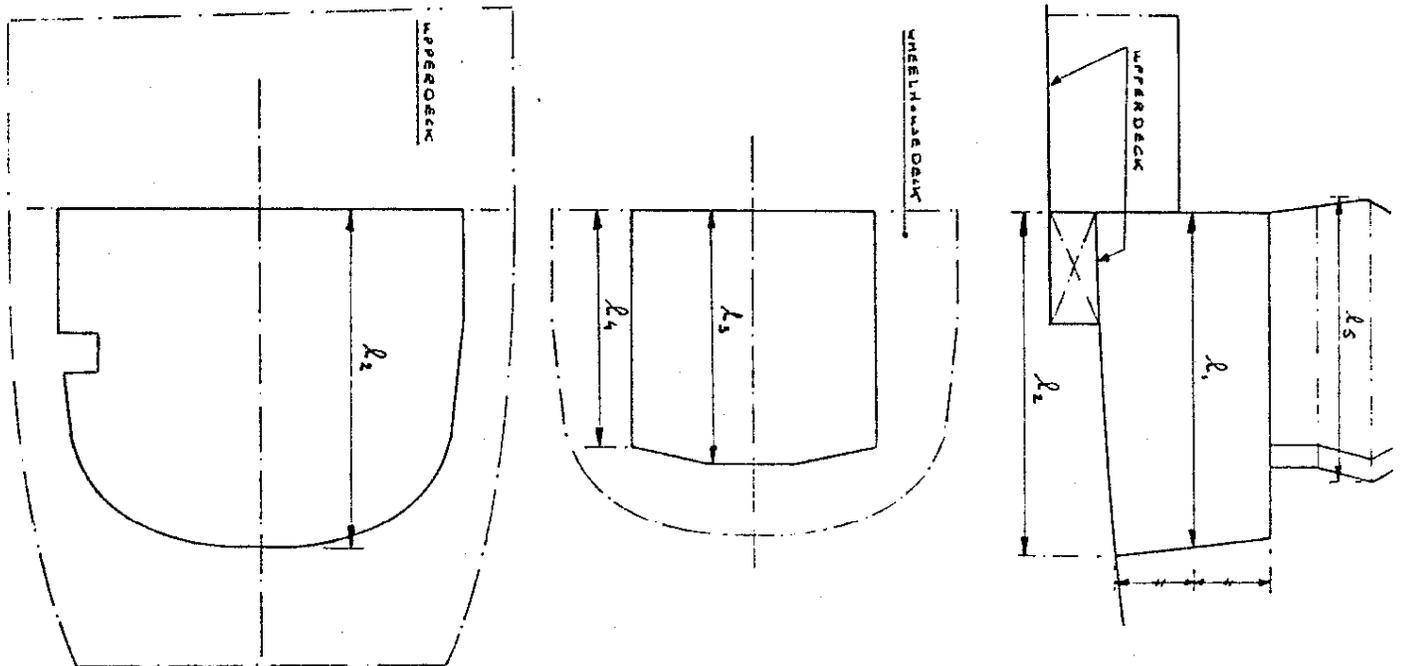


figure 11

