



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

IMO

IMPLEMENTATION AND INTERPRETATION OF
THE 1969 TONNAGE CONVENTION

Submitted by Japan

Though the interpretation of the International Convention on Tonnage Measurement of Ships, 1969 is given in TM.5/Circ.1, several questions have arisen at handling of excluded spaces. It is proposed that these questions are dealt with as follows.

1 Regulation 2(5)(a)

According to paragraph 3 of the interpretation of Regulation 6 in TM.5/Circ.1, inaccessible masts, kingposts, 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. In the application of Regulation 2(5)(a)(iii), each of these small erections should be treated as one space (HATCH OR ERECTION in Figure 6 of Appendix 1 of the Convention), but in this interpretation, it is difficult to exclude the space within an erection opposite an end opening. It is proposed that above-mentioned erections should be disregarded in the application of Regulation 2(5)(a).

2 Regulation 2(5)(b)

It is not clear whether the ends of an overhead deck covering are included in "the exposed sides" or not. According to Figure 7 in Appendix 1 of the Convention, it is understood that the ends of an overhead deck covering are included in "the exposed sides". Examples of a space under an overhead deck covering are shown in Figures 1-3, where drawing of bulwarks (or open rails) is omitted.

- .1 The space under the overhead deck covering as shown in Figure 1 is an excluded space.
- .2 The space under the overhead deck covering as shown in Figure 2 should not be an excluded space and treated as an enclosed space, because the overhead deck covering connects the deckhouse at its ends.
- .3 The space under the overhead deck covering as shown in Figure 3 should also be treated as an enclosed space.

3 Regulation 2(5)(c)

As the space shown in Figure 2 of Appendix 2 of TM.5/Circ.1 is a space in a side-to-side erection, it is excluded from enclosed spaces. The space as shown in Figure 4 of this paper is not the space in a side-to-side erection, so it should be treated as an enclosed space.

4 Regulation 2(5)(d)

In the case of the erection which has two tiers of decks having openings, it is considered that a space in an erection immediately below an uncovered opening in the deck overhead is limited to the deck immediately below the exposed deck, so the space below the inner deck opening should be treated as an enclosed space (Figure 5).

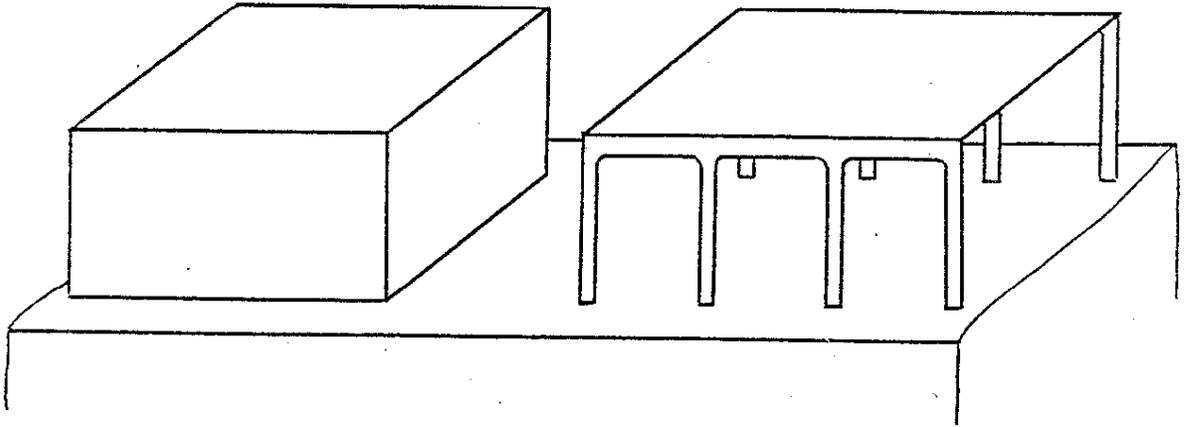


Figure 1

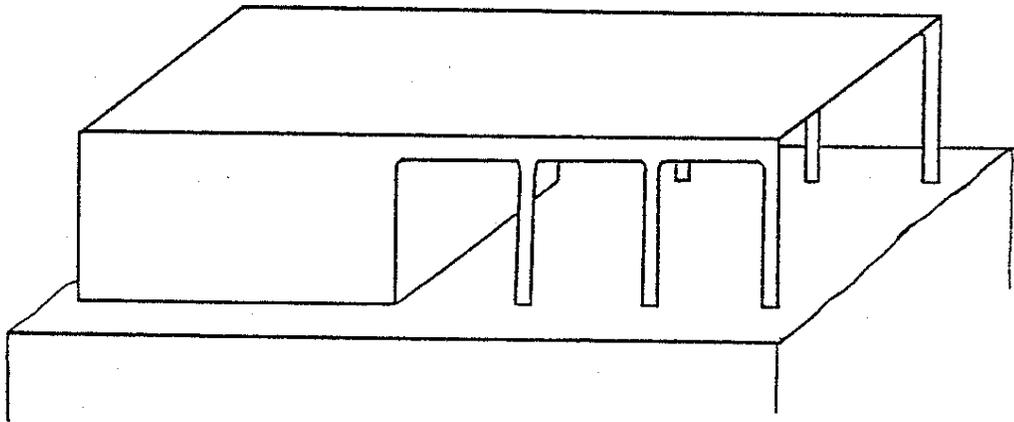


Figure 2

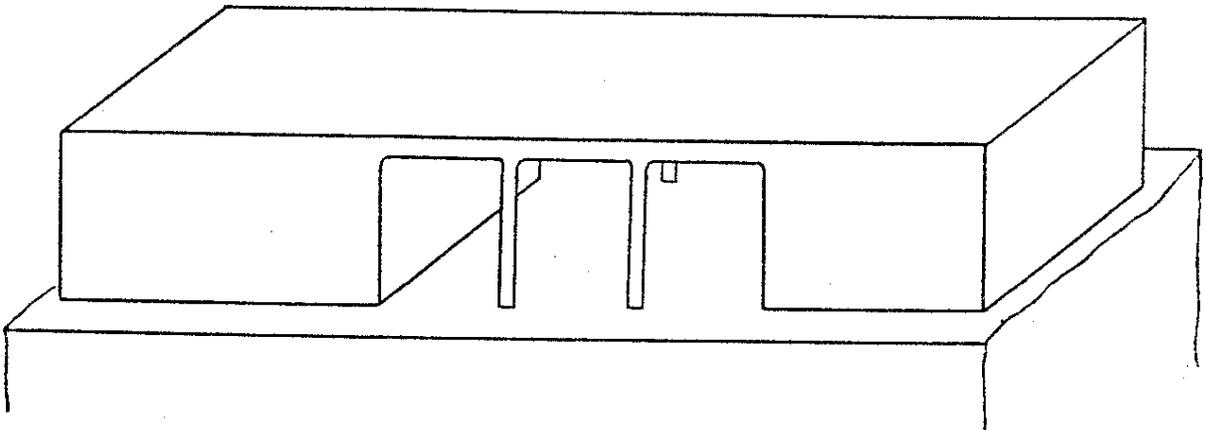


Figure 3

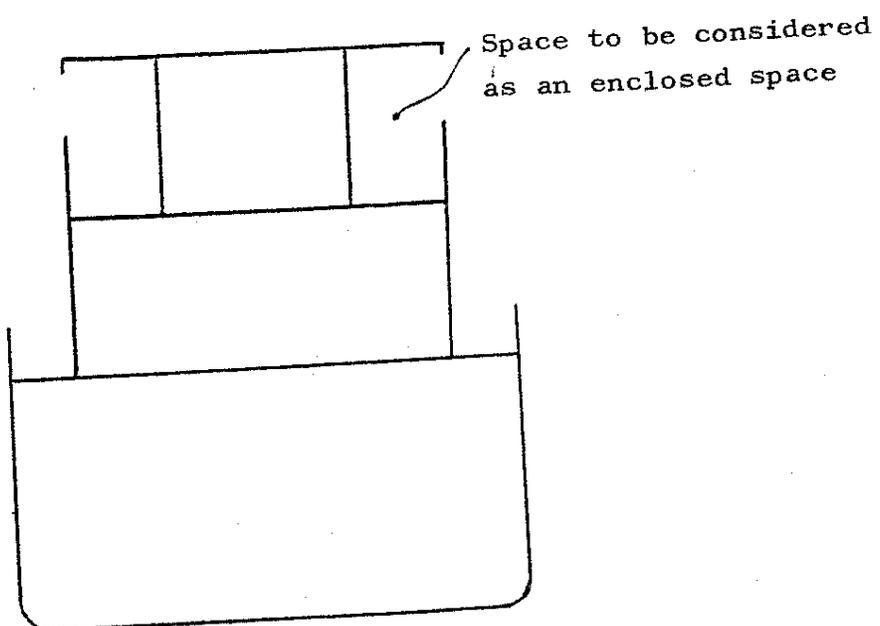
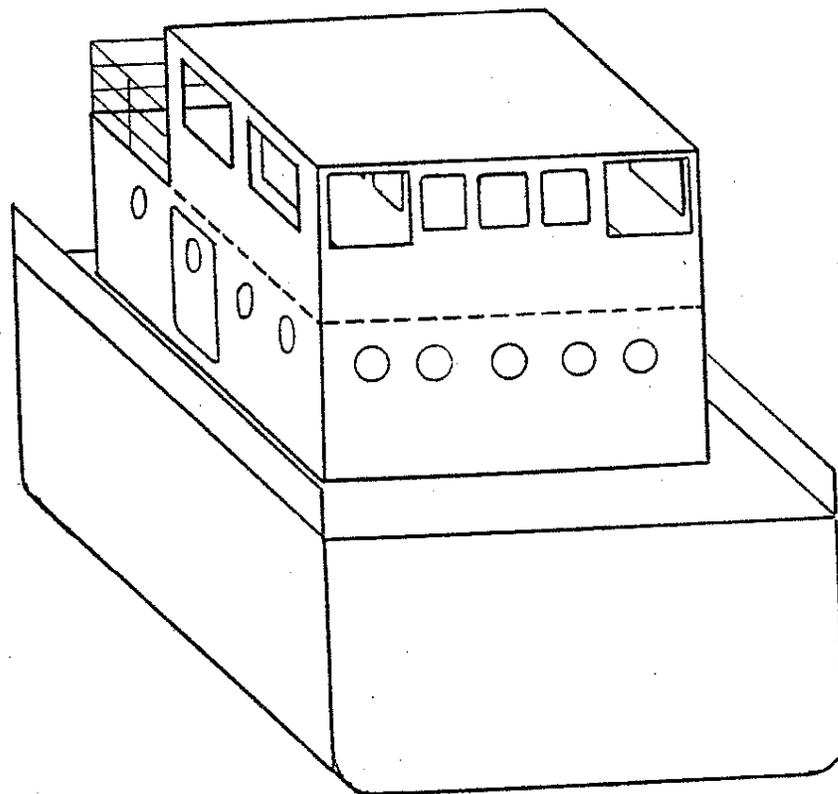


Figure 4

ABCD = Opening in the deck

EFGH = Opening in the deck

Space EFGHIJKL is to be considered as an enclosed space.

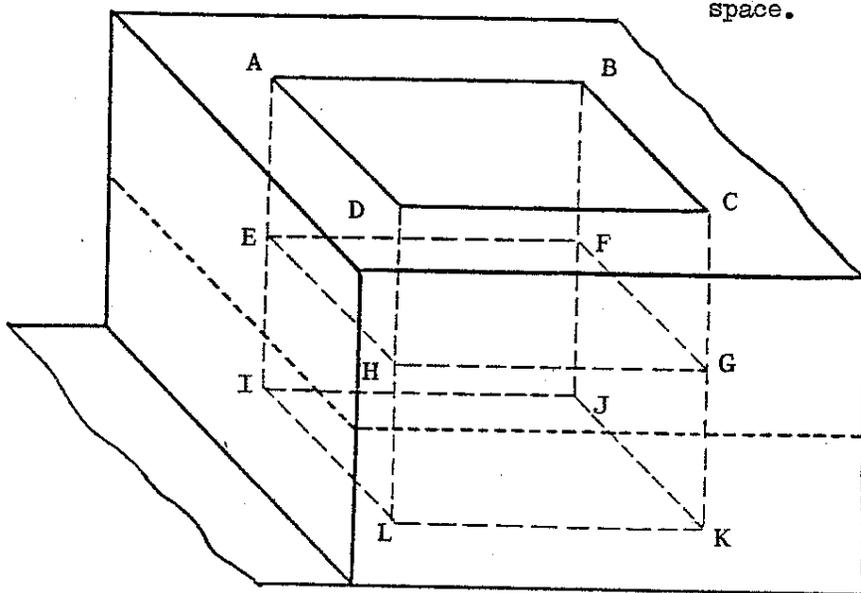


Figure 5







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

Report of the Ad Hoc Working Group

1 The working group met on 17 and 18 January 1984 under the chairmanship of Mr. K.J. Klüver (Federal Republic of Germany) to consider matters regarding the interpretation of the provisions of the 1969 Tonnage Convention.

2 The meeting was attended by delegates from Belgium, Denmark, Finland (partly), France, the Federal Republic of Germany, Italy, Japan, Liberia, the Netherlands, Norway, Sweden and the United Kingdom.

3 As instructed by the Sub-Committee, the group considered a document submitted by Japan (SIF 29/10) and agreed as follows:

3.1 Regulation 2(5)(a)

In the application of Regulation 2(5)(a) small spaces less than 1 m^3 and other erections having a cross sectional area not exceeding 1 m^2 , as pointed out in TM.5/Circ.1 (Calculation of Volumes - Regulation 6) should be disregarded.

3.2 Regulation 2(5)(b)

It is the opinion of the working group that:

- .1 the definitions in Regulation 2(5)(b) do not restrict consideration only to erections extending from side to side of the ship;
- .2 "exposed sides" refer to longitudinal sides and not to the ends of the erections.

Referring to figures 1, 2, 3, these spaces in question should all be regarded as excluded spaces provided these spaces are not fitted for cargo or stores.

3.3 Referring to Fig. 4, the space concerned should be considered under Regulation 2(5)(b) instead of Regulation 2(5)(c) and should be regarded as excluded space.

Reference is made to the reasons quoted in 3.2.

3.4 Regulation 2(5)(d)

According to the definitions in this Regulation there is no limit to the number of tiers of erections. For this reason the space shown in Fig. 5 lettered ABCDLIJK is to be considered as an excluded space, provided this space is not fitted for cargo or stores. The group considered that the lowest point of an open space, such as shown, should be the upper deck.

4 Bearing in mind the instructions from the Sub-Committee, the working group in the time available looked at the papers submitted by the Netherlands (SLF 29/10/1) and the Federal Republic of Germany (SLF 29/10/2). It was noted that some points raised were common to both papers. It was the feeling of the working group that these papers contained important items which should be referred to the Sub-Committee. The most important are as follows:

4.1 SLF 29/10/1 - Item 7

This concerns questions related to cranes and their foundations. Reference is made to TM.5/Circ.1 - Calculation of Volumes, paragraph 3. Discussion in the working group relating to Regulation 6(2) centred on the precise meaning of what constitutes an "appendage".

4.2 SLF 29/10/1 - Item 9 and SLF 29/10/2 - Item 4

These concern questions related to "dock ships" and ships normally carrying cargo on "open deck" protected by side bulwarks or erections.
