



SUB-COMMITTEE ON STABILITY AND  
LOAD LINES AND ON FISHING  
VESSELS SAFETY - 30th session  
Agenda item 10

IMO

CLARIFICATION OF SPECIFIC REGULATIONS OF THE 1969 TONNAGE CONVENTION

Submitted by the United Kingdom

Referring to paragraph 10.4 of the report of the Sub-Committee at its twenty-ninth session (SLF 29/15), the United Kingdom wishes to make the following comments on SLF 30/10 which has been prepared by the Federal Republic of Germany and the Netherlands:

1 Regulation 6(2) - Volumes of Appendages [shall be included in the total volume].

According to the English dictionary, the meaning of "appendage" may be taken as:

- .1 that which is attached as if by being hung on;
- .2 a subsidiary, but not an essential, adjunct.

In TM.5/Circ.1, annex, page 6, it states under Calculation of Volumes that "bulbs, fairwaters, propeller shaft bossings or other structures should be treated as appendages".

Consideration was also given to the meaning of regulation 3 where  $V$  = Total Volume of all Enclosed Spaces together with the definition of "Enclosed Spaces" in regulation 2(4).

From the above, it is the view of the United Kingdom that "appendages" should be taken to refer to items forming an extension of the hull below the level of the upper deck as defined in regulation 2. Volumes of items not exceeding 1 cubic metre should be disregarded.

If this definition of appendage is accepted, it follows that items attached to or upon the upper deck and above are not appendages. In general, these items under consideration consist of sealed masts, king posts, derricks, crane structures either open or sealed, and support structures, all of which are not available or used for the carriage of cargo and which should be disregarded when calculating  $V$  and  $V_c$ .

This view is held despite the statement in TM.5/Circ.1, annex, page 6, under Calculation of Volumes, paragraph 3, that the items quoted should be regarded as appendages.

2 The United Kingdom requests the opinion of the Sub-Committee on a further interpretation of regulation 6 which is referred to in TM.5/Circ.1, annex, Calculation of Volumes, in particular paragraph 4.

When calculating the volume within the hull for  $V$  and  $V_c$  in ships where the hold and hatch are "open", such as in sand and gravel dredgers or in hopper dredgers, the United Kingdom considers that measurement should be taken to the top of the hatch coaming. Certain ships of this type may have water overflow ducts, spillways or weirs fitted in the hatch coamings some distance below the top of the coaming and this, in theory and arguably, indicates the highest level to which the cargo may be loaded. However, the vertical position of the duct is decided only on completion of actual loading trials and it may be varied depending on the maximum density of the sand/gravel cargo and also by the fitting of spillway closing plates.

The United Kingdom recommends the adoption of the measurement being taken to the top of the hatch coaming in the interests of uniformity and that, for all dredgers, the presence of any overflow ducts should be disregarded.

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