



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 Federal Republic of Germany  
and the Netherlands



With reference to paragraph 10.4 of the report of the Sub-Committee (SLF 29/15) inviting the Federal Republic of Germany and the Netherlands to prepare a joint paper containing only the interpretations of significant nature for consideration at the next session, the Federal Republic of Germany and the Netherlands submit the following items, reference being made to papers SLF 29/10/1 and SLF 29/10/2:

1 Regulation 6(2) - Volumes of appendages

Masts and cargo handling gear were ignored in national tonnage measurement before the 1969 Tonnage Convention came into force. According to Annex I of the 1969 Tonnage Convention, Regulation 6(2), "volumes of appendages shall be included in the total volume". In addition to this in TM.5/Circ.1 dealing with interpretations of the provisions of the Convention, on page 6, "Calculations of volumes", paragraph 3, is stated "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".

The question raised is just what exactly is meant by the term "appendage". Reference is made to the following examples:

- .1 masts (see figure 1)
- .2 crane foundations with access openings (see figure 2)
- .3 crane houses and crane jibs (see figure 3)
- .4 mobile cranes (see figure 4)
- .5 container supports (see figure 5)

- .6 constructions of any kind, such as box constructions necessary for strength purposes (see figure 6) and foundations
  - .7 deck machinery, such as winches on fishing vessels, which are enclosed by boundary plating and coverings (see figure 7).
- 2 Regulation 6(3) - "Volumes of spaces open to the sea" - and to the weather
- 2.1 With reference to Regulation 2(1) concerning the definition of "upper deck" and Regulation 2(5) concerning the definition of "excluded spaces", the questions raised are related to "dock ships" and ships normally carrying cargo on "open deck" protected by side bulwarks or erections. Reference is made to:
- .1 dock ships (see figure 8)
  - .2 floating docks, withouth stem and stern door (see figure 9)
  - .3 ships carrying cargo on "open deck":
    - .3.1 with bulwarks of normal height, such as on supply vessels
    - .3.2 with bulwarks or side erections of which the height is more than average bulwark height (see figure 10)
    - .3.3 in spaces of which a bulkhead and/or covering is deleted (see figure 11 and figure 12).
- 2.2 If the above-mentioned "areas" are fitted with "means for securing cargo or stores", such as container guides, lashing eyes or container securing equipment, are those "areas" to be calculated in the total volume of all enclosed spaces of the ship "V" and also in the total volume of cargo spaces "Vc"?
- Reference is also made to TM.5/Circ.1, page 6, "Calculation of volumes", paragraph 4.
- 2.3 How will the "moulded depth" be measured in these cases?
- 3 Regulation 2(5) - Excluded spaces
- 3.1 If an "excluded space" is taken in by machinery, such as compressors, towing machinery, fish processing apparatus, cargo handling gear, etc., is such a space then to be considered as an "enclosed space"?
- 3.2 With reference to figure 13 in which the deck of the deckhouse - because of avoiding vibrations - is not connected to the funnel or other machinery spaces, the question is raised whether the space ABCD can be regarded as an "excluded space".

4 Regulation 2(5)(e) - Recesses

4.1 What is the definition of a "recess"? With reference to figure 14 the question is raised whether the space ABCD can be regarded as an "excluded space"?

4.2 Are "excluded spaces" such as recesses in erections also to be considered as "excluded spaces" in side-to-side erections?

5 Regulation 2(1) - Upper Deck  
Regulation 2(2) - Moulded Depth

5.1 The question of stepped upper deck was discussed in document STAB XXVI/WP.6, but postponed at that time with respect to a parallel discussion about freeboard and load line mark. Reference now is made to SLF 29/15, Annex 6, in which "steps", "recess in the freeboard deck" and "moulded depth" are mentioned. Referring to enclosed figure 15 and figure 16 the question is raised whether these interpretations may be accepted also for tonnage measurement purposes?

5.2 Owing to the fact that the definition of the "upper deck" under Regulation 2(1) of the 1969 Tonnage Convention is not identical with that of the "freeboard deck" under Regulation 3(9) of the 1966 Load Line Convention, the question is raised how to calculate the net tonnage of ships featuring a complete upper deck and, below this, stern and/or stem ramps and doors. Depending on whether the moulded depth (D) is measured to the uppermost complete deck or to the second deck, net tonnage is quite different as shown in figure 17 and figure 18.

5.3 Is there any information available from other Contracting Governments as to how their Administrations deal with such cases?

6 TM circulars

6.1 A number of interpretations of the provisions of the International Convention on Tonnage Measurement of Ships, 1969, are recorded in TM circulars. Are these interpretations applied by all Contracting Governments to the 1969 Tonnage Convention?

6.2 Is there any information available as to which Governments do not apply, or partly apply, the interpretations?

7 Article 3(2)(b) - "Alterations or modifications"

Is there any information available from other Contracting Governments on what their Administrations deem to be a substantial variation in the existing gross tonnage of a ship when the ship concerned is "altered" or "modified"?

Reference is also made to TM.5/Circ.1, pages 1 and 2, paragraph "Application", as well as enclosed sketches in figure 19.

8 International Tonnage Certificate (1969)

On the second page of the International Tonnage Certificate (1969) information must be given about spaces "included in gross tonnage" and "included in net tonnage" as well as "excluded spaces". Is there any information available from other Contracting Governments to which extent these spaces should be listed on the certificate?

Reference is made to the enclosed figure 20.

9 Sub-Committee's report (SLF 29/15)

During the twenty-ninth session of the Sub-Committee, the Japanese paper SLF 29/10 was discussed in detail. In the Sub-Committee's report (SLF 29/15) no information was given on the results of the discussion. It is recommended to mention in TM circulars the items agreed upon in order to inform Contracting Governments not present at sessions of the Sub-Committee.

Figure 1

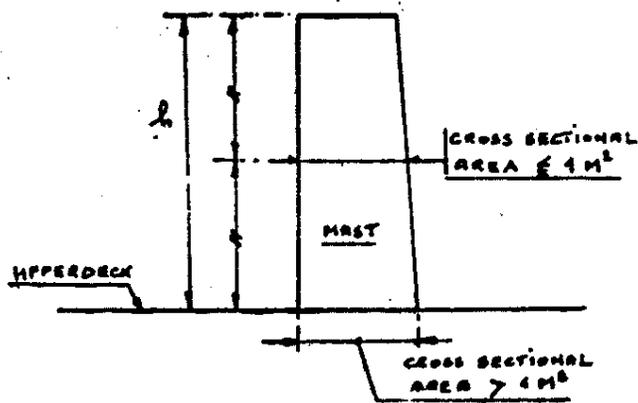
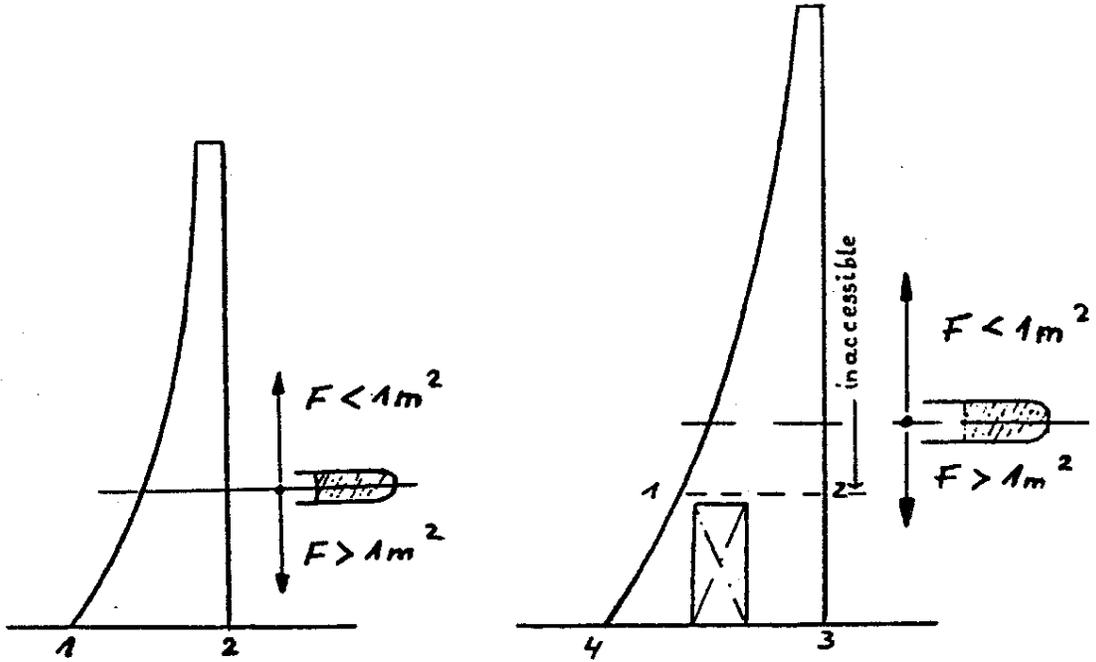


figure 9

Figure 2.1

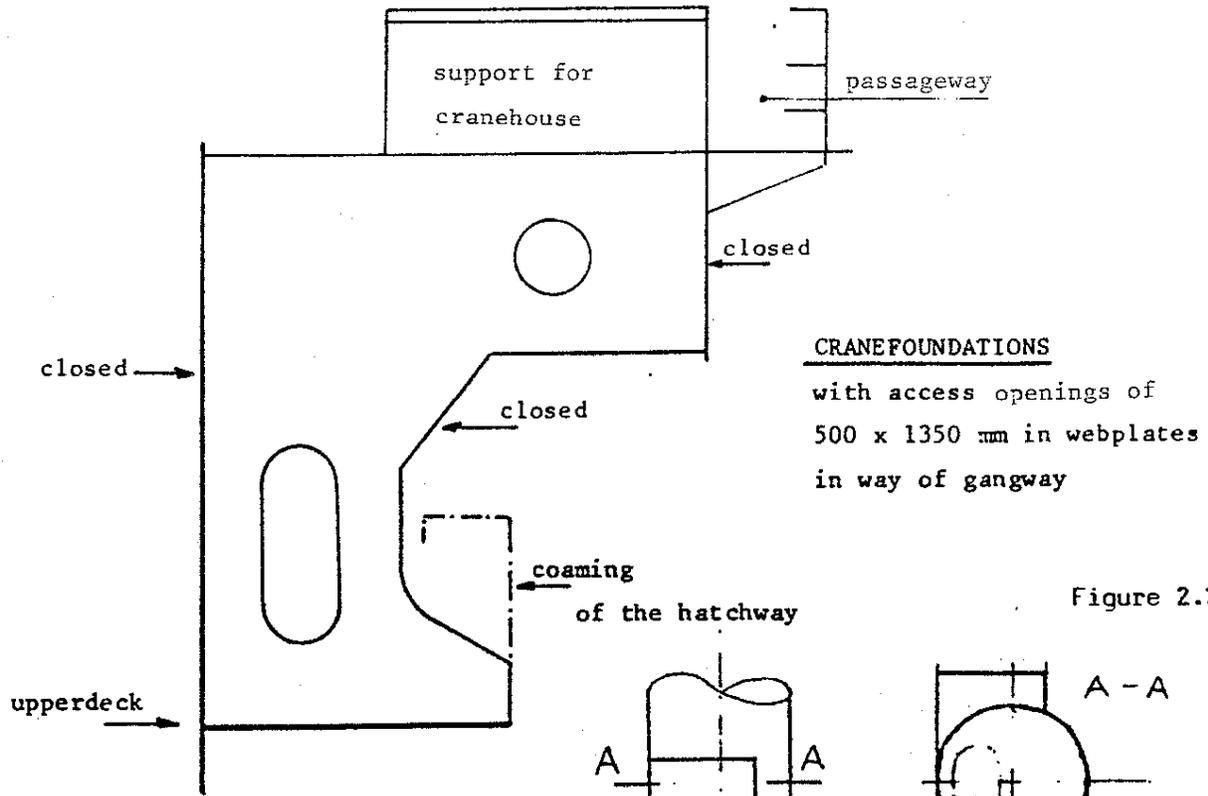


Figure 2.2

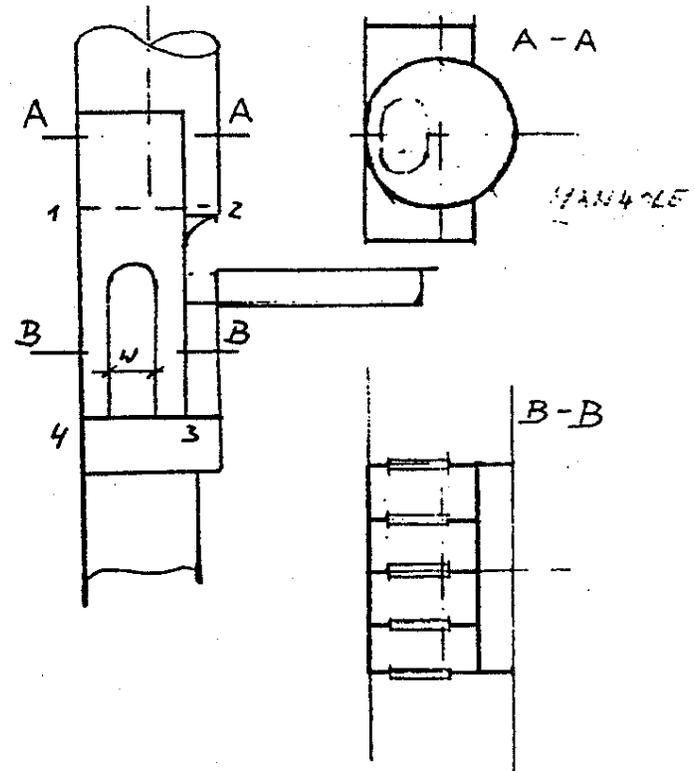
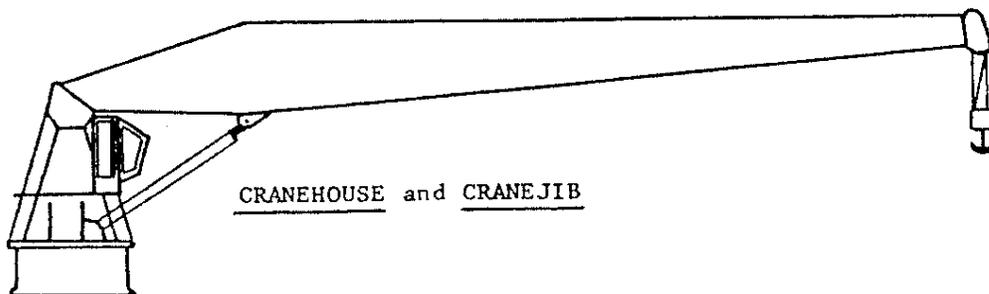


Figure 3



CRANEHOUSE and CRANEJIB



Figure 5.1

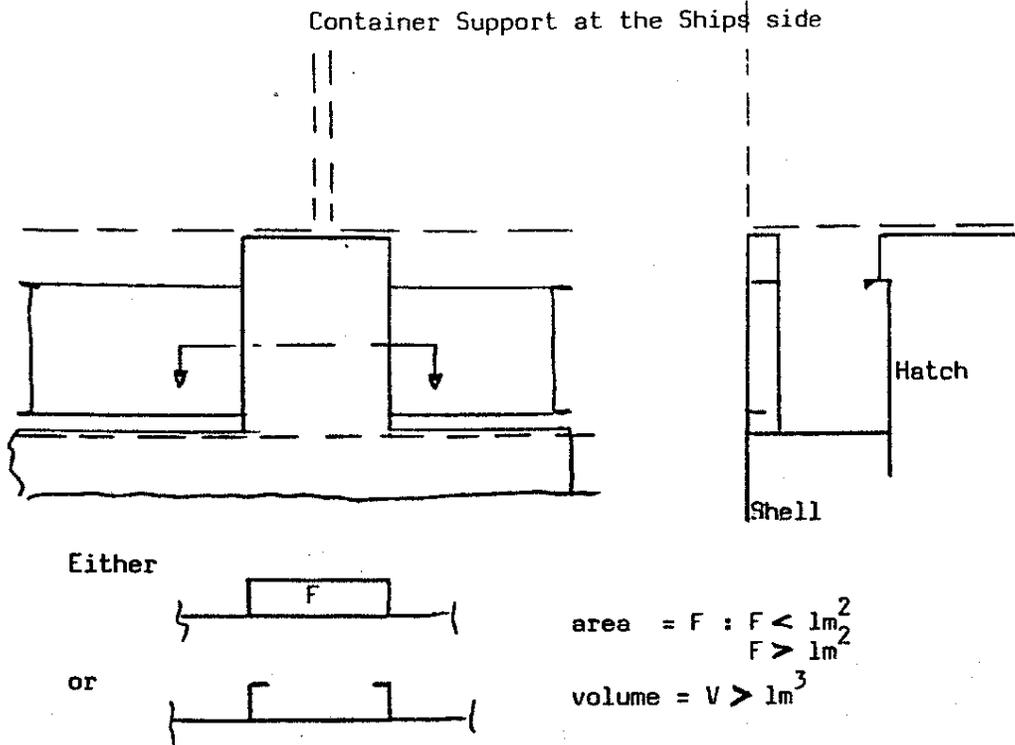
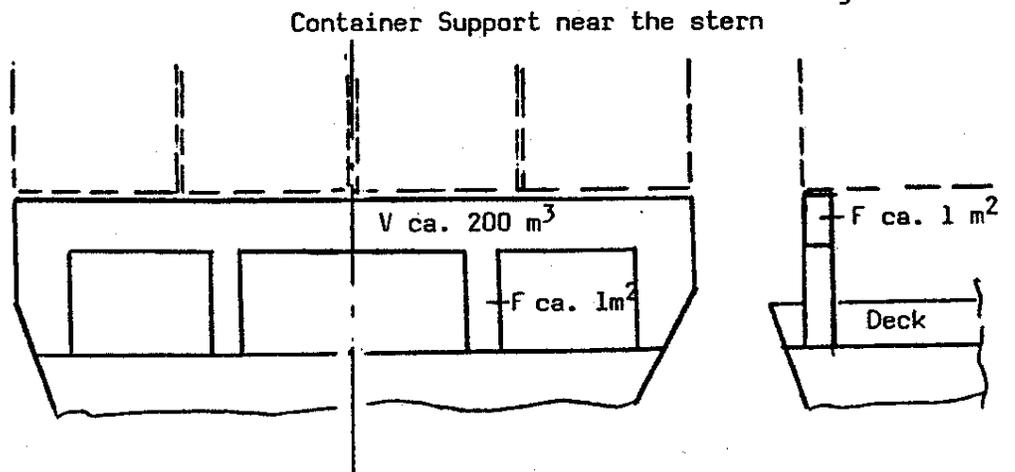


Figure 5.2



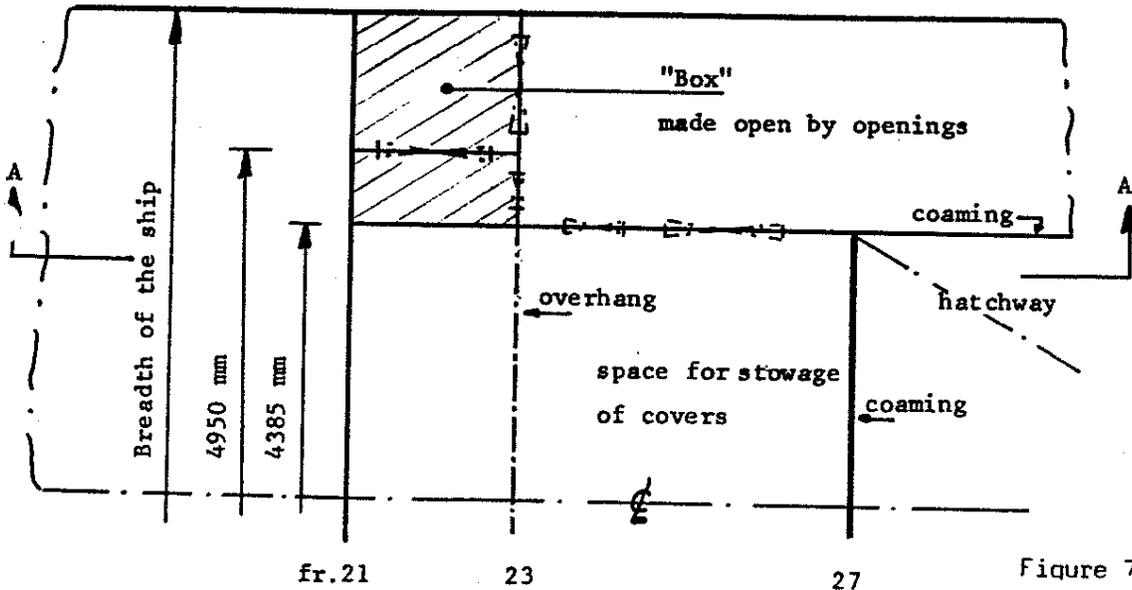
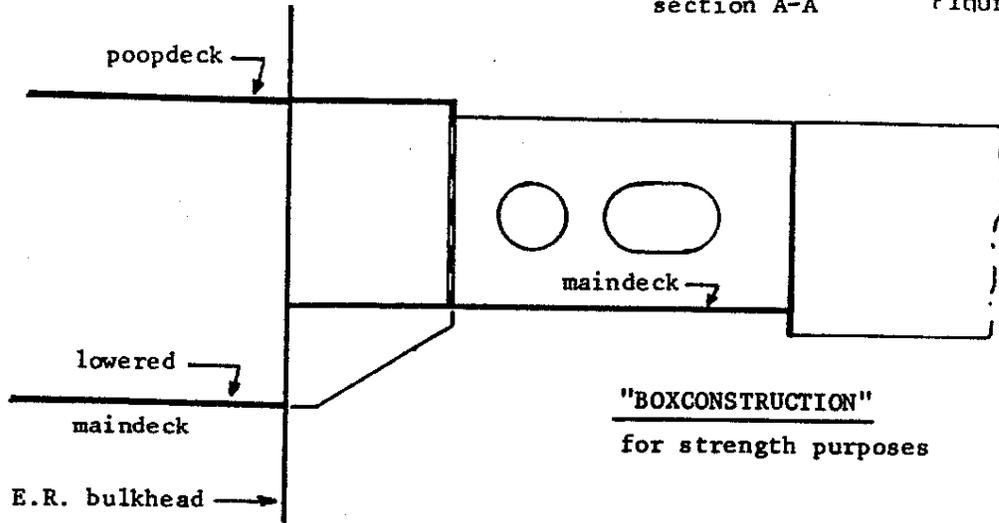
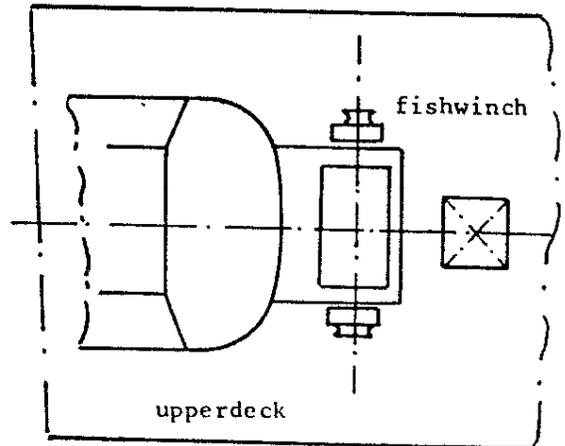
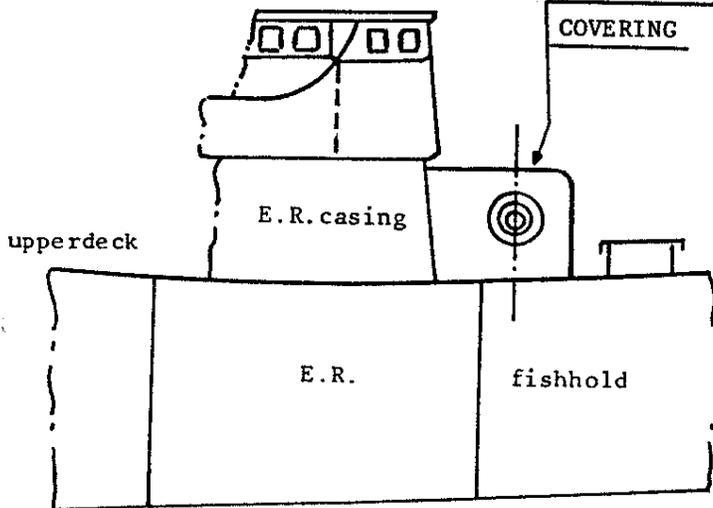
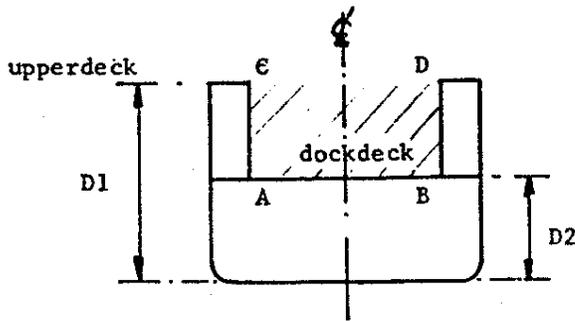
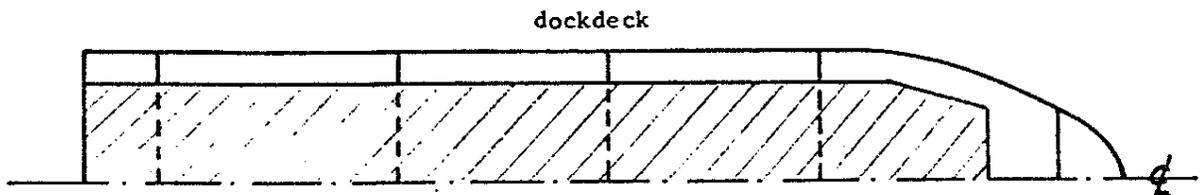
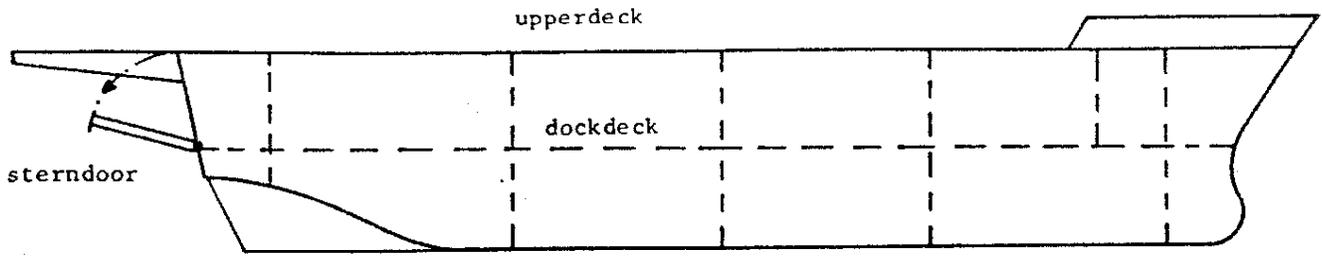


Figure 7

**WINCH ENCLOSED BY BOUNDARY PLATING AND COVERING**



DOCKSHIP

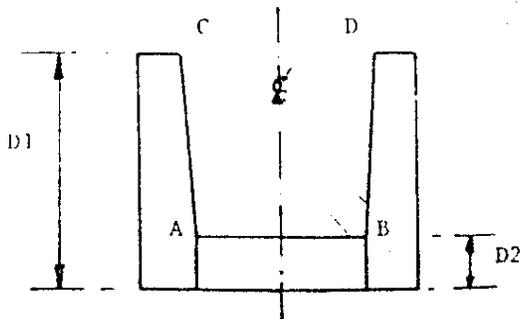
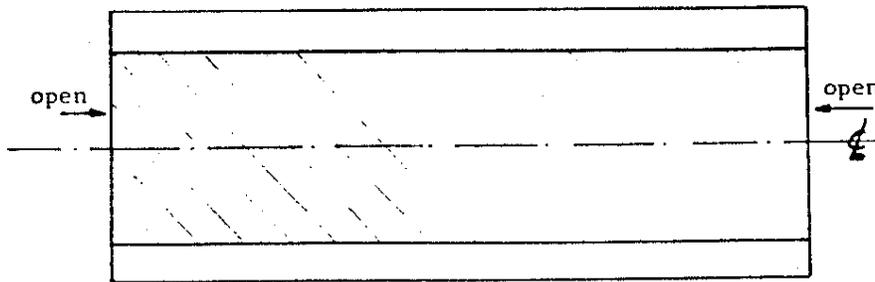


A B C D included in "V" and "Vc" ?

"Moulded depth" = D1, or D2 ?

Figure 9

FLOATING DOCK



A B C D included in "V" and "Vc" ?

"Moulded depth" = D1, or D2 ?

Figure 10

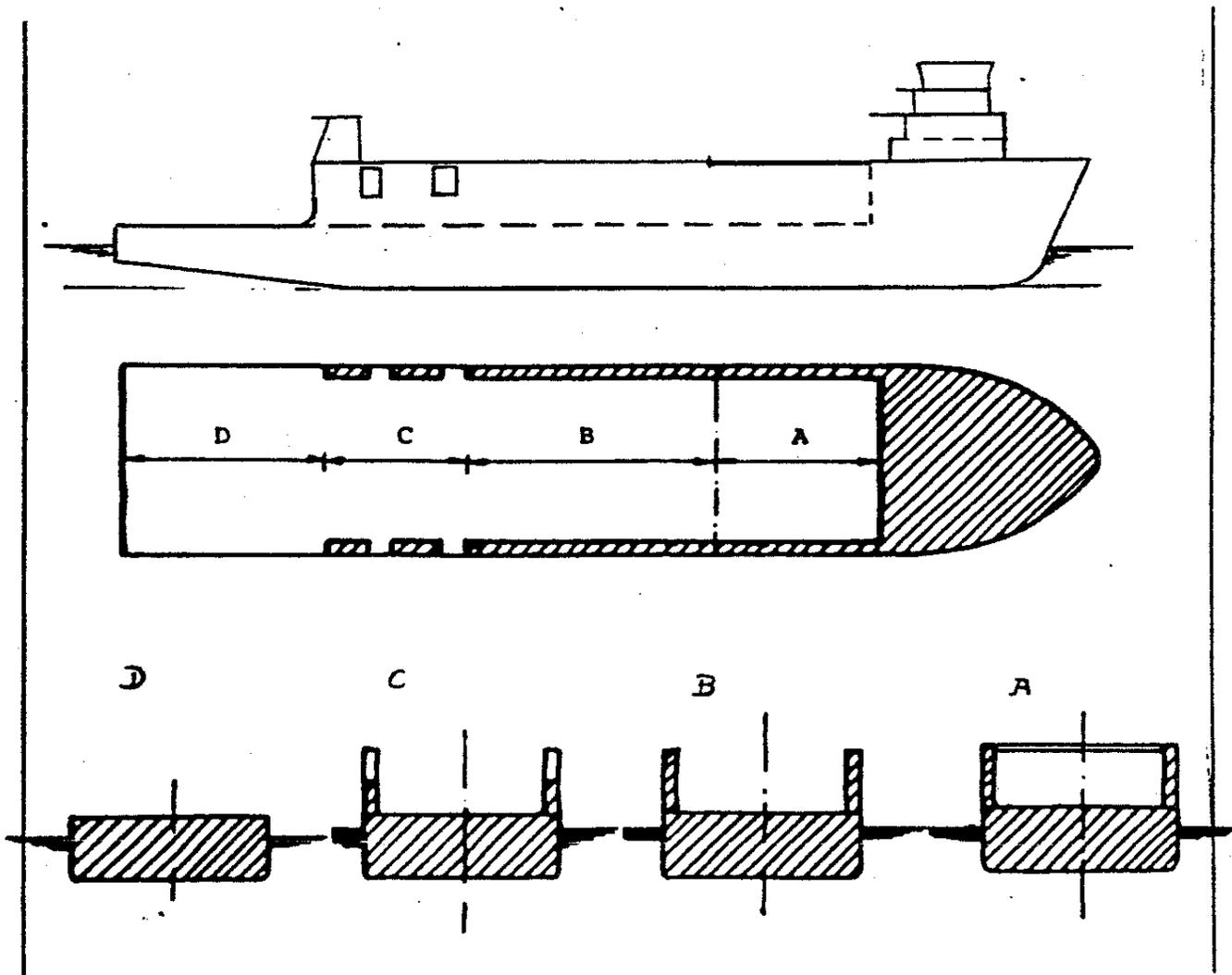


Figure 11

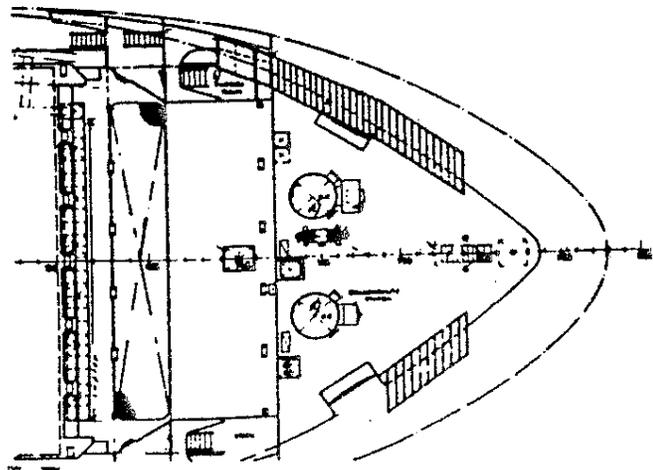
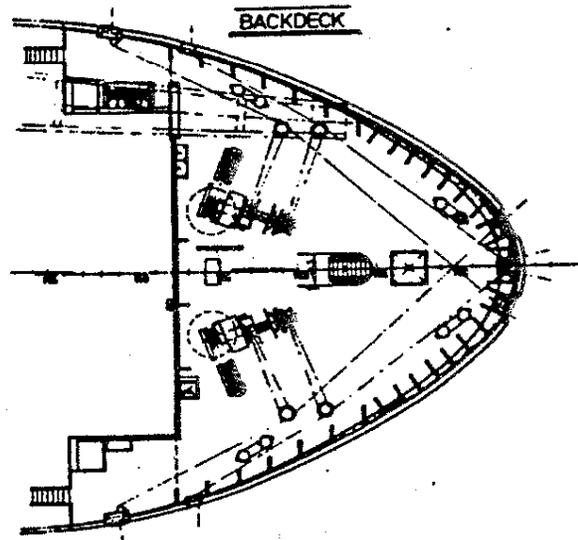
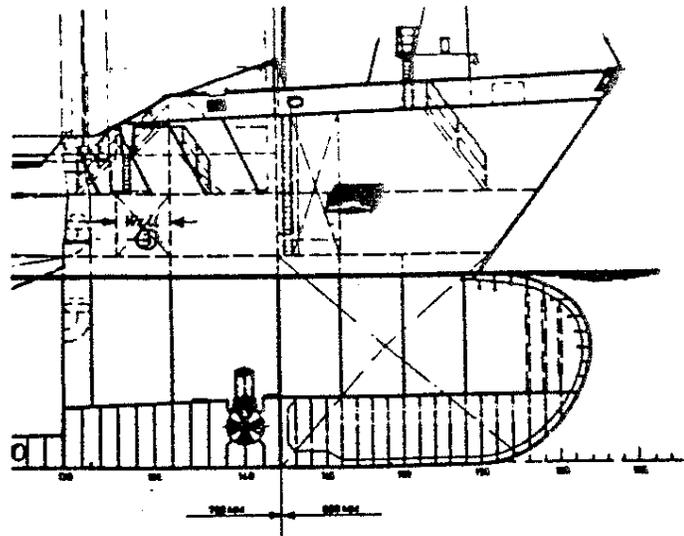
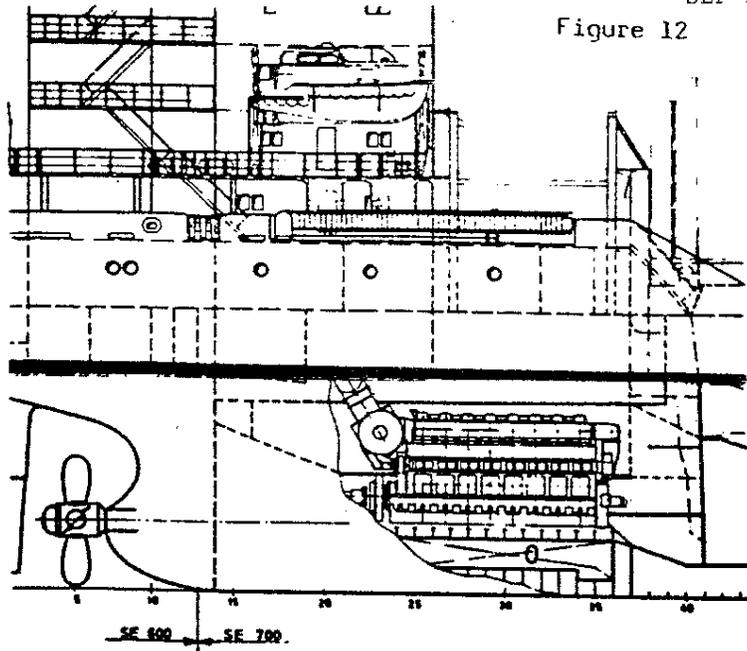


Figure 12



**POOPDECK**

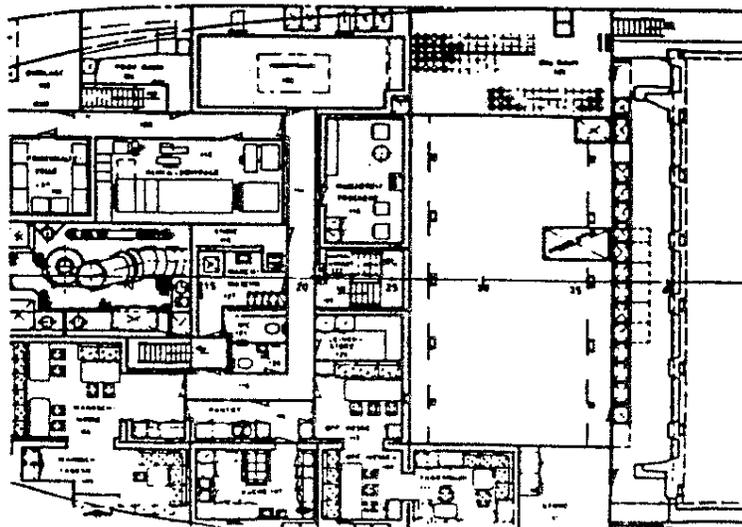
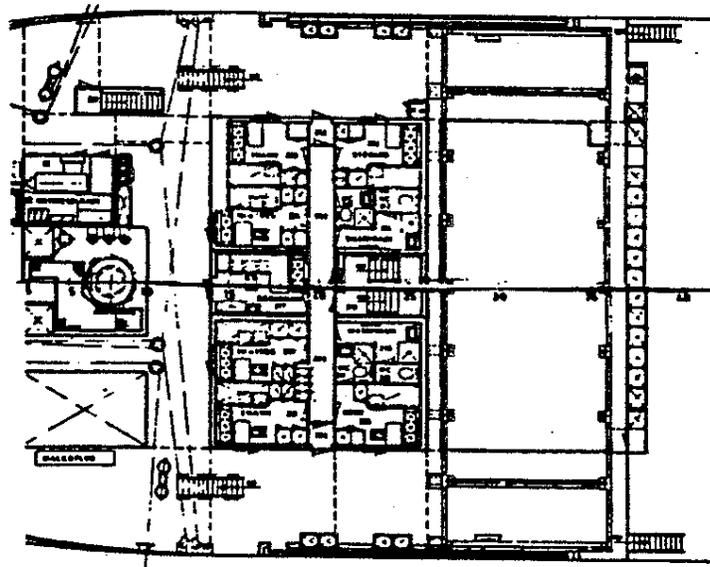


Figure 13.1

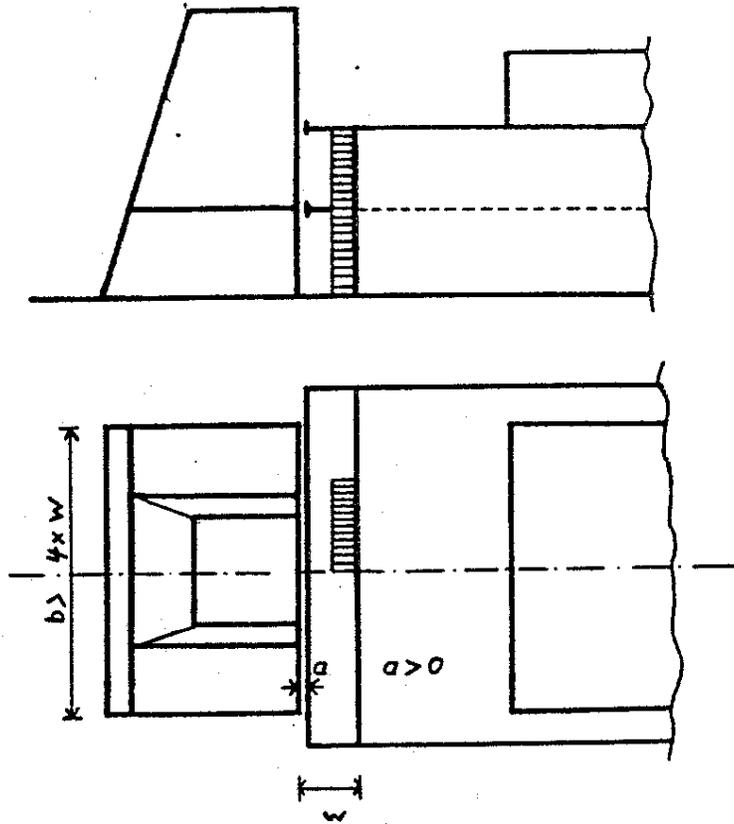
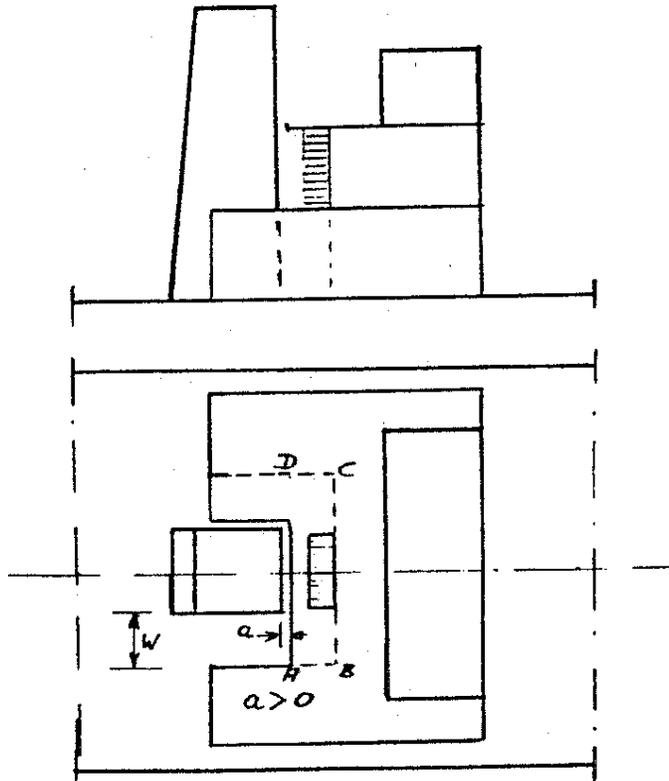
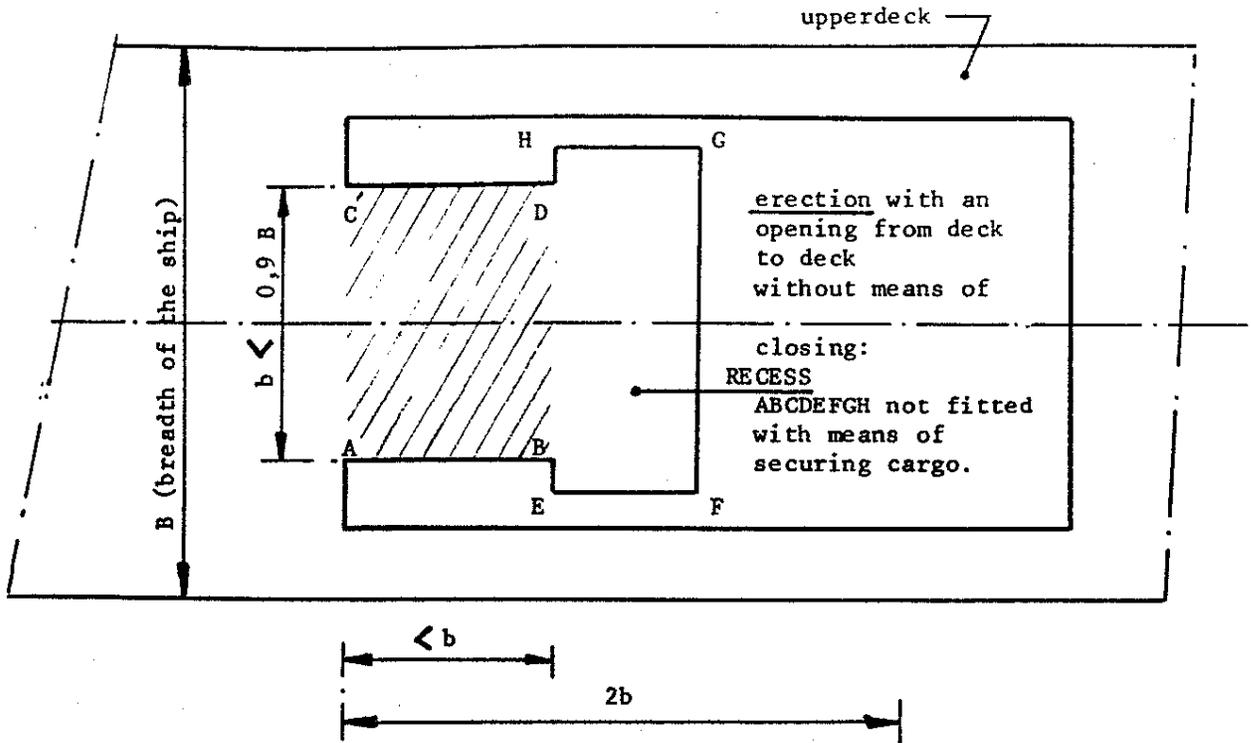


Figure 13.2





ABCD to be considered as an "excluded space" as  $AB < 2b$  and  $EH > b$  ?

Figure 15

STEP and RECESS in upperdeck

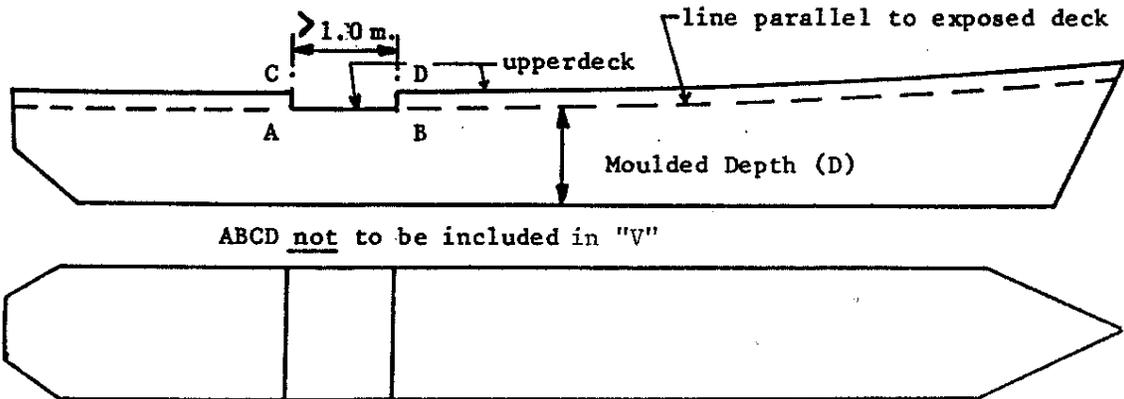


Figure 16

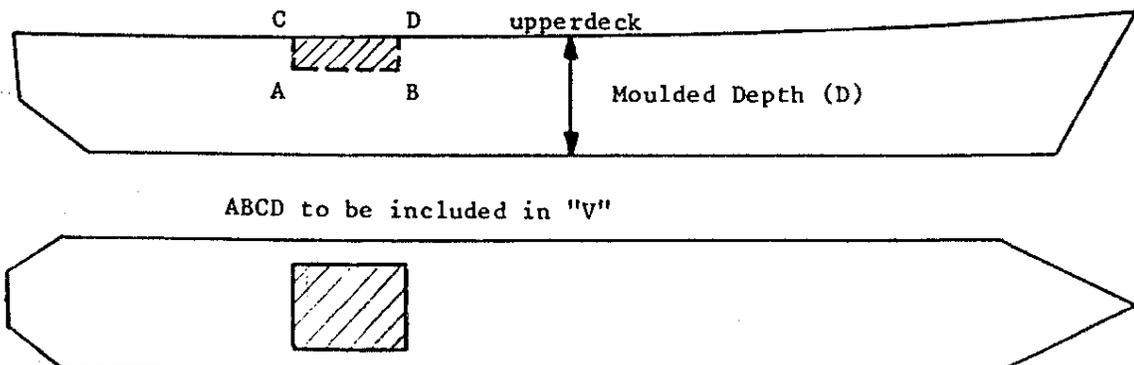
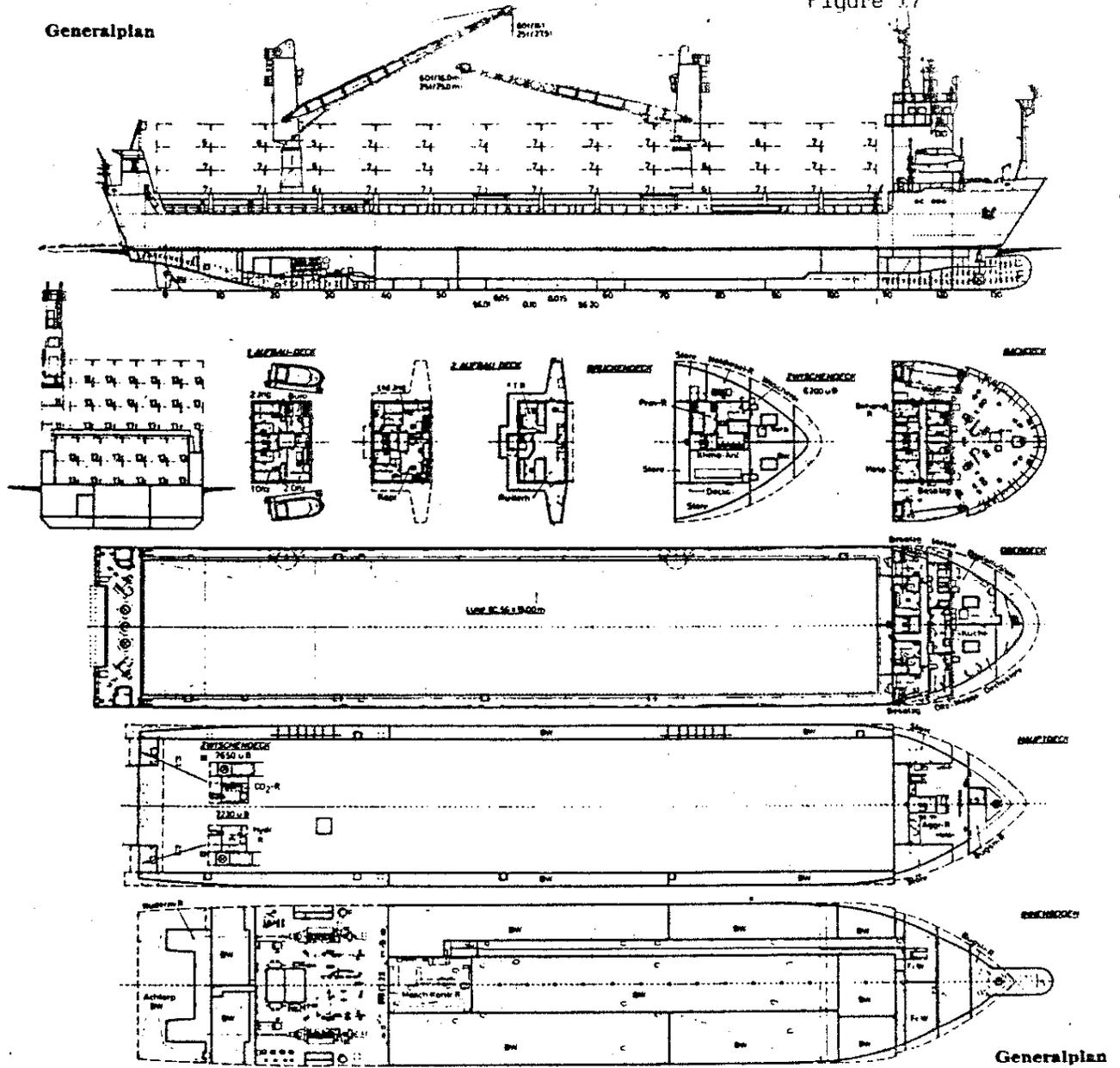


Figure 17



General Cargo Ship

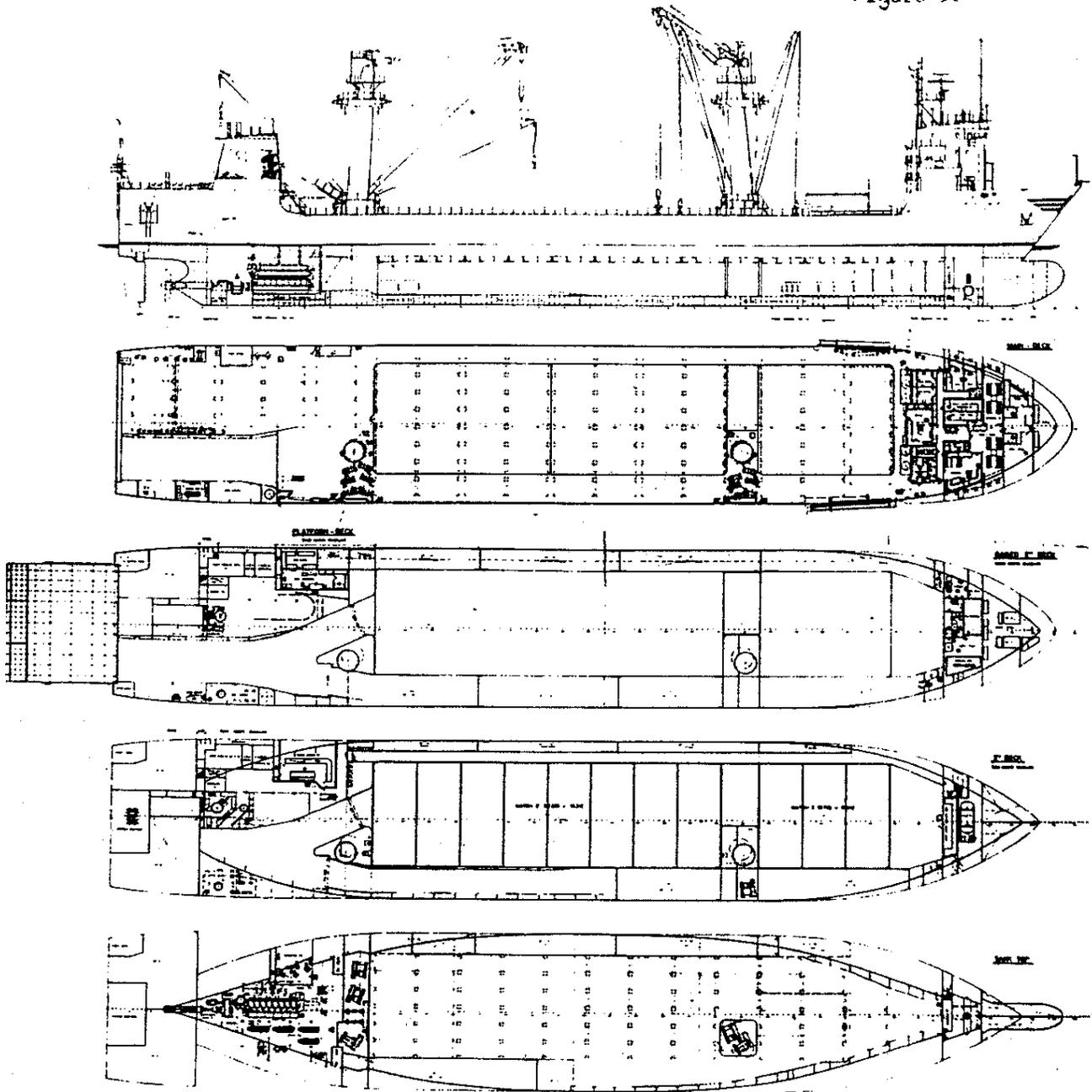
Lpp = 92,30 m  
 B = 18,00 m  
 D = 8,60/4,90 m  
 d = 4,56 m

Gross Tonnage 4999

Oslo: 1324 tons gross tonnage  
 Net Tonnage 1499

if  $\frac{d}{D} = \frac{4,56}{8,60}$

2106 if  $\frac{d}{D} = \frac{4,56}{4,90}$



Lpp = 128,90 m  
B = 22,86 m  
D = 13,00/  
7,00 m

d = 8,65/6,67 m  
D - stern ramps - = 11,60 m

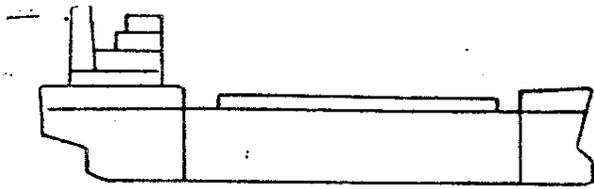
Gross Tonnage - GT - = 9875  
Oslo - Ship with Tonnage mark 5561  
- without Tonnage mark 10325

tons gross tonnage  
tons gross tonnage

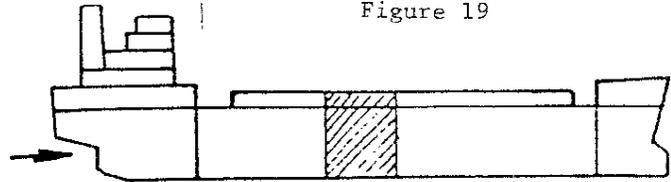
Net Tonnage - NT -

	d	D	NT	
a	6,67	13,00	2957	(2196)
b	8,65	13,00	3651	
c	6,67	11,60	2957	(2769)
d	8,65	11,60	4536	

Figure 19

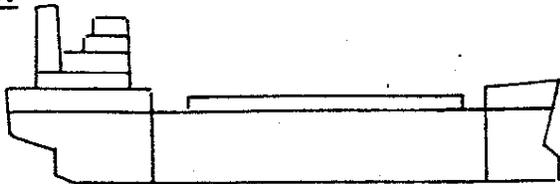


Singledecker 999 BRT

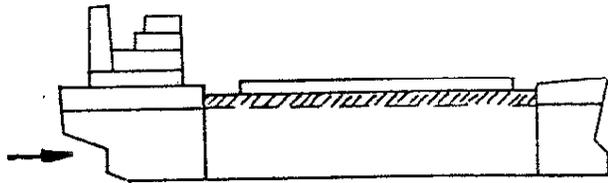


after lengthening  
Singledecker 1100 BRT

B.

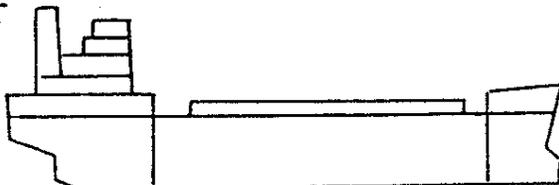


Singledecker 999 BRT

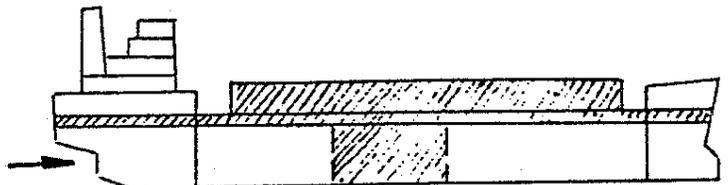


after raising of upper deck  
Singledecker 1100 BRT

C.

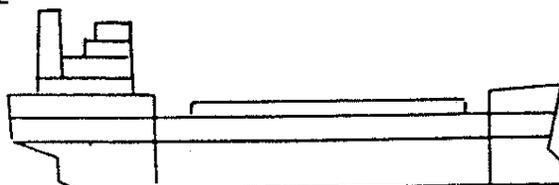


Singledecker 999 BRT  
- Tonnage Certificate "Oslo"-Mod. I -

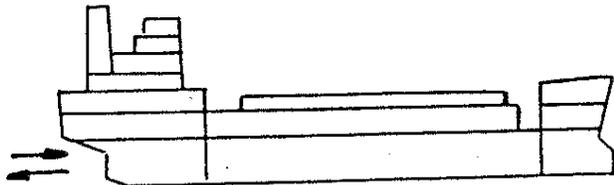


after lengthening of the ship, inserting of  
a tweedeck and enlargement of the hatch,  
remeasurement as "Ship with tonnage mark",  
-Tonnage Certificate "Oslo"-Mod. IB -  
999 BRT

D.

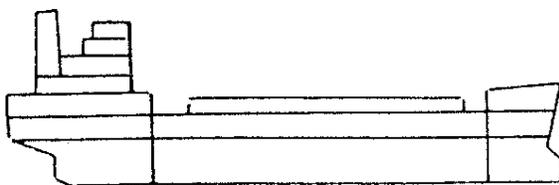


"Ship with tonnage mark" 499 BRT  
- Tonnage Certificate "Oslo"-Mod. IB

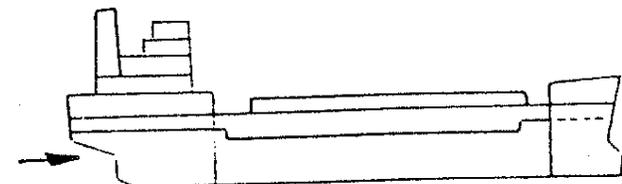


Rebuilding to a Singledecker 499 BRT  
-Tonnage Certificate "Oslo"-Mod. I-

E.



"Ship with tonnage mark" 499 BRT  
according to "Oslo"-Rules,  
Art. 57 III 1



arrangement of steps fore & aft,  
"Ship with tonnage mark" 499 BRT  
according to "Oslo"-Rules, Art. 57 III 5

Figure 20

IM VERMESSUNGSERGEBNIS ENTHALTENE RÄUME					
SPACES INCLUDED IN TONNAGE					
BRUTTORAUMZAHL GROSS TONNAGE			NETTORAUMZAHL NET TONNAGE		
Bezeichnung des Raumes Name of Space	Lage Location	Länge Length	Bezeichnung des Raumes Name of Space	Lage Location	Länge Length
Unterdeck Forecastle Trunk Deckshaus/1.-4.D* Deck house/5.-6.D* Luke Nr.1-8/ Hatch No. 1-8 Store Luke/ Store hatch Proviantluke/ Provision hatch Lukendeckel/ Hatch covers 3 Krane/Cranes Schornstein/ Funnel	Spt./Fr. 83-fwd. 48-183 17-48 23-48 siehe Netto/ see Net Tonnage 202-204 24-27 P 20-22 S Oberdeck/ upper deck 26-36	(m) 21,95 112,62 23,25 18,75 1,32 2,58 1,51 7,50	Laderäume/ No.1 No.2 No.3 No.4 No.5 Ladeluke/ Cargo hatch No.1 No.2 No.3 No.4 No.5 No.6 No.7 No.8	Spt./Fr. 183-194 145-183 105-145 87-105 48-87 184-192 166-182 148-164 124-140 106-122 92-104 68-84 30-66	(m) 8,88 30,78 32,40 17,82 31,51 6,49 13,00 13,00 13,00 13,00 13,00 13,00 13,00 31,00
<b>AUSGESONDERTE RÄUME</b> EXCLUDED SPACES [Regel 2 (5)/Regulation 2 (5)] Schwimmbad 3. Deck/Swimming pool 3rd tier Nischen für Aufgang Spt. 38, 4.,5.,6. Deck Recesses frame 38, 4th,5th,6th tier Räume, die zum Teil ausgesondert sind, sollen in der oben- stehenden Aufstellung mit einem Stern (*) gekennzeichnet werden. An asterisk (*) should be added to those spaces listed above which comprise both enclosed and excluded spaces.			<b>ANZAHL DER FAHRGÄSTE</b> NUMBER OF PASSENGERS [Regel 4 (1)/Regulation 4 (1)] Keine/None Anzahl der Fahrgäste in Kabinen mit nicht mehr als 8 Betten <u>Eine/One</u> Number of passengers in cabins with not more than 8 berths Anzahl der sonstigen Fahrgäste <u>Keine/None</u> Number of other passengers <b>TIEFGANG</b> MOULDED DRAUGHT [Regel 4 (2)/Regulation 4 (2)] 11,20 m		
Tag und Ort der ersten Vermessung <u>17. August 1983, Hamburg</u> Date and place of original measurement					
Tag und Ort der letzten Nachvermessung <u>-----</u> Date and place of last previous remeasurement					
<b>BEMERKUNGEN:</b> REMARKS: Schiffsgattung <u>Containerschiff</u> Description of ship <u>Container ship</u> Länge über Alles <u>174,02 m</u> Overall length Name der Erbauer <u>Aktiengesellschaft</u> Name of builders Bau-Nr. <u>1416</u> Yard No					

