



## IMO

SUB-COMMITTEE ON STABILITY AND  
LOAD LINES AND ON FISHING  
VESSELS SAFETY - 37th session  
Agenda item 12

### LIVESTOCK CARRIERS AND OTHER SHIPS REQUIRING INTERPRETATION OF THEIR TONNAGE MEASUREMENT ASPECTS

#### Interpretation of the 1969 International Convention on Tonnage Measurement of Ships

##### Submitted by Germany

1 During the thirty-sixth session of the SLF Sub-Committee, an ad hoc working group discussed tonnage problems of livestock carriers, open-top container ships and dock ships as well as other tonnage matters in the light of the 1969 Tonnage Convention. Reference is made to the SLF 36/WP.4 report with the attached draft TM.5/Circ. Owing to the lack of time, the discussion had to be postponed until SLF 37. However, a correspondence group was organized in order to exchange information and Germany collected suggestions and comments.

2 We received comments from:

Denmark  
France  
Israel  
Japan  
Netherlands  
Norway

and from the classification societies:

Bureau Veritas  
Det norske Veritas  
Germanischer Lloyd  
Lloyds Register  
Registro Italiano Navale (RINA)  
Russian Register of Shipping.

3 Most of the comments welcome the issue of a TM.5/Circ., as shown in the annex to SLF 36/WP.4, and fully agree with all points of that paper. Germany fully agrees both with a new TM.5/Circ., and the SLF 36/WP.4 with draft TM.5/Circ.

4 However, the following remarks were made:

.1 Regarding ships that have already been issued with an International Tonnage Certificate (1969) but that do not comply with the interpretations now being made.

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- .2 Regarding dock ships, "the design of which does not comply with the provisions of regulation 2(4) and all the more of regulation 2(5) because there are permanent, temporary, removable, etc., cargo securing means of any type". Therefore, "the Register is not liable to include the cargo spaces in gross tonnage (GT). The value of net tonnage should be defined as 0.3 GT" and the application of a decision should be postponed until 18 July 1994.
- .3 Regarding cargo spaces included in gross tonnage but that may be supposed to be "open", as livestock corrals open at the sides, cargo spaces on dock ships as well as on open-top container ships. It was proposed to state all "open" spaces and their tonnages under "Remark" on the International Tonnage Certificate (1969), as granted for the segregated ballast tanks through resolutions A.388(X) and A.722(17).
- .4 Regarding the definition of upperdeck steps, it was proposed to refer to Lpp instead of L of the 1969 Tonnage Convention.
- .5 Regarding a statement with the old national gross tonnage.
- 5 Germany would like to comment on these remarks of the correspondence group as follows:

- Item 4.2, regarding dockships: the question of "means of securing cargo" was already discussed and led to the conclusion of the SLF 36/WP.4.
- Item 4.3, regarding cargo spaces included in gross tonnage: this may be a very generous interpretation of the wording of SLF 36/WP.4, items 10 and 11. The background of these items was: in order to reduce the consequences of the final coming into force of the Tonnage Convention, the International Tonnage Certificate (1969) may have a statement under "remark", concerning the old tons gross tonnage (tgt). That is to say for ships the keel of which was laid:
  - before 18 July 1982 - the tgt of the valid national Tonnage Certificate;
  - before 1 January 1986 - for ships of each size; and
  - before 18 July 1994 - for ships less than 1,600 tgt - the tgt calculated according to resolution A.494(X).

6 The majority of comments agreed on the draft TM.5 circular. We, therefore, propose to accept the proposal made at SLF 36 but to add one item about the old tonnages in the light of Article 3(2)(d) of the Tonnage Convention and the interim scheme of resolution A.494(X).

7 With regard to the remark - Item 4.1, a decision will have to be taken about how to deal with these ships.

8 The TM.5/Circ.1/Corr.1 of 13 February 1986 corrected the TM.5/Circ.1, page 6, "Calculation of Volumes", paragraph 3. Apart from a typing error, this correction led to difficulties in interpretation. It is, therefore, proposed to reformulate this paragraph.

9 The original TM.5/Circ.1 "calculation of volumes" (regulation 6), paragraph 3, lists items not to be measured but which are apparently regarded as appendages by the reference to regulation 6(2). These items are: inaccessible masts, kingposts, air trunks and similar erections outside of and separated on all their sides from enclosed spaces. Reference is made to SLF 30/WP.4 and SLF 36/18. These items were not subject to measurement according to the old national tonnage rules.

10 At SLF 30, the tonnage working group discussed this matter, among others, and agreed:

- (1) Appendages should be taken to refer to items forming an extension of the hull below the level of the upperdeck, as defined in regulation 2.
- (2) Spaces open to the sea should be taken to refer to spaces below the level of the upperdeck.

Consequently, masts etc., are not appendages - but this is not mentioned in the TM.5/Circ.1 paper.

11 We propose to revoke the Corr.1 and to add the following items to TM.5/Circ.1:

- (1) Page 3, under 4 "Enclosed spaces":

"4.6 Inaccessible masts, kingposts, cranes including mobile cranes, air trunks, crane and other support-structures above the upperdeck and separated on their sides from other enclosed spaces do not meet the definition of enclosed spaces and should not be included in the enclosed spaces."

- (2) Page 6, under "calculation of volumes" (regulation 6):

"3 Enclosed spaces, appendages and spaces open to the sea not exceeding 1 cbm should be disregarded."

12 It seems to be necessary to point out again that open spaces, which are meant to store cargo, should be included in the measurement. Reference is made to SLF 36/25, paragraph 23.10. We propose to complete TM.5/Circ.1, page 4, under 5 "Excluded spaces":

"5.3 Open spaces according to regulation 2(5) can only be excluded when they are not meant to store cargo."

13 Germany recommends an ad hoc working group to prepare all necessary amendments to TM.5/Circ. and to formulate other necessary proposals.





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Submitted by the Netherlands

- 1 In paragraph 13.7 of the report (SLF 36/25) to the MSC, the Sub-Committee recognized the economic impact caused by the transition from the existing systems of tonnage measurement to the new system for some livestock carriers as well as other types of ship. Reference is made in this respect to Recommendation 2 of the 1969 Tonnage Conference.
- 2 During the thirty-sixth session, an ad hoc drafting group discussed a possible solution to reduce the economic consequences of the final entry into force of the Convention and concluded that a uniform application by all Contracting Governments of a procedure, developed by the IMO, should be encouraged (SLF 36/WP.4).
- 3 The Netherlands proposes to prepare an IMO resolution in which all the Contracting Governments are recommended to make an entry on the International Tonnage Certificate (1969) concerning the tonnage according to a previous measurement system of certain types of ships, which have to be remeasured. This entry can also be made on the International Tonnage Certificate (1969) of ships measured in accordance with resolution A.494(XII). The draft Assembly resolution is given in the annex.
- 4 According to Recommendation 2, Contracting Governments, port authorities, and all other agencies which use tonnage as a basis for charges should carefully consider which parameter is most appropriate for their use in the light of their present practice. The entry on the International Tonnage Certificate (1969) is necessary in this respect.

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