



SUB-COMMITTEE ON STABILITY AND
LOAD LINES AND ON FISHING
VESSELS SAFETY - 38th session
Agenda item 10

TONNAGE MEASUREMENT

Report of the drafting group

General

- 1 The drafting group on tonnage measurement met from 15 to 17 March 1994 under the chairmanship of Mr. K. Klüver (Germany).
- 2 The meeting was attended by representatives from the following countries:

FINLAND	JAPAN
FRANCE	NETHERLANDS
GERMANY	NORWAY
GREECE	SWEDEN
ICELAND	UNITED KINGDOM
- 3 The drafting group was instructed to deal with the following items:
 - .1 draft guidelines on a procedure to be followed in respect of ships not remeasured by 18 July 1994 (documents SLF 38/10, SLF 38/10/1, paragraphs 6.8 and 13, SLF 38/INF.11 and MSC 62/INF.7);
 - .2 comments on a draft MSC circular, prepared by STW 25, in respect to application of the STCW Convention (SLF 38/2/2, paragraph 2 and the annex);
 - .3 consolidated TM circular on interpretations of the 1969 TM Convention (SLF 38/10/1, paragraphs 5,6 and 7 and annex 1);
 - .4 unified reference to the old national tonnage to be shown on the SOLAS, MARPOL or other international certificates (SLF 38/10/1, paragraphs 8 and 9 and annex 2);
 - .5 other issues referred to in document SLF 38/10/1, paragraphs 11, 12, and 14 as follows:
 - .1 consideration of term "spaces" in regulation I/13F of MARPOL 73/78 as "tanks" for the purpose of resolution A.747(18);
 - .2 entry on the International Tonnage Certificate (1969) in respect of a double hull construction under regulation I/13F of MARPOL 73/78.

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- .6 clarification of the date (18 July 1994) for entry into force of the 1969 TM Convention.

Following consideration of the above matters the group took decisions as reflected below:

Provisional tonnage for existing ships

- 4 After detailed discussions the group agreed that a provisional tonnage for existing ships should be calculated by the port State as reflected in annex 1.
- 5 The formula used for the calculations in annex 1 only shows good results for normal cargo ships. Special types of ships, e.g. car carriers, passenger ships, etc. that have large superstructures/erections are to be considered individually at the discretion of the Administration.
- 6 A provisional gross tonnage calculated according to the above information is only valid for harbour and other dues. It may be used in lieu of an International Tonnage Certificate 1969 (ITC 69), or a preliminary document replacing the ITC 69 for a short period, but is not to be handed to the Master of the ship.
- 7 The group proposes the circulation of the procedure contained in annex 1 in the form of an MSC circular to all Member States.
- 8 However, the Greek delegation expressed their objection to the proposed solution which

- penalizes the ships, although they may not be responsible for the delayed remeasuring,
- overestimates, through the proposed formula, their new tonnage and
- deals only with what are called "normal" cargo ships.

The delegation proposed that, ships which have not been remeasured although they have submitted an application before 18 July 1994 should be provided with a provisional national certificate (statement of tonnage) showing an increased national tonnage by [20%] with a validity of [one] year(s). This certificate should be acceptable by the port States.

Non-convention flag ships

- 9 An ITC 69 cannot be shown by non-convention flag ships. Such a ship may show a statement of tonnage issued by the National Tonnage Authority or appointed organizations, e.g. a classification society, confirming gross and net tonnage according to the regulations of the 1969 Convention.
- 10 Each port State may accept such statement but reserves the right to verify the data of such a document.

Unified reference to the old national tonnage to be shown on SOLAS, MARPOL or other international certificates

11 The group considered the form of presentation of annex 2 of document SLF 38/10/1 regarding the old tonnage in SOLAS or other international certificates.

After discussions the group favoured a presentation in the form of a draft Assembly resolution as set out in annex 2.

12 However, bearing in mind the fact that the date of the next Assembly has been scheduled for autumn 1995, that is well after the final entry into force of the 1969 Convention, and the need of administrations to take action before 18 July 1994, the group also recommends the circulation of the annexed draft Assembly resolution in the form of an MSC circular for advanced information and necessary action by administrations.

Comments on a draft MSC circular, prepared by STW 25, in respect to application of the STCW Convention

13 The group considered the problem of small ships the keel of which was laid on or after 18 July 1994, with regard to the application of the STCW Convention. The new gross tonnage of such ships may be considerable higher than the old tonnage. The draft MSC circular asks for measures to allow seafarers who have served on-board of such small ships to continue to serve on "ships of equivalent physical size and type" built on or after 18 July 1994 and measured only under the 1969 Convention.

14 It was the unanimous opinion of the group that the term "ships of equivalent physical size and type" cannot be used by the Tonnage Authority for defining the true overall size of a ship (article 2(4) of the 1969 Convention).

15 The group is of the opinion that it is up to the Administration dealing with STCW standards to decide if a ship the keel of which is laid on or after 18 July 1994 is of "equivalent size" or not, to allow a seafarer to serve on board such a ship by a suitable exemption.

16 The group is of the opinion that if a parameter is used for determination of the overall size of a ship, gross tonnage according to the 1969 Convention is the best parameter.

Other Matters

17 The group agreed to continue discussion on subitems 3.3, 3.5 and 3.6 above and to submit the results as an addendum to this document.

Action requested of the Sub-Committee

18 The Sub-Committee is invited to consider the report and take action as appropriate, in particular:

- .1 to note the discussion on action to be taken with respect to ships not remeasured by 18 July 1994;

- .2 to agree on the simplified tonnage calculation as set out in annex 1 and to invite the Committee to approve it at its 63rd session for circulation as an appropriate MSC circular;
- .3 to agree with the draft Assembly resolution as set out in annex 2;
- .4 to invite the MSC to approve it at its 63rd session for adoption by the Assembly at its nineteenth session;
- .5 to further invite the MSC to circulate the draft Assembly resolution as an MSC circular for advanced information and necessary action by the Administration;
- .6 to take note of the comments on the draft MSC circular prepared by STW 25 and to take further action as necessary.

ANNEX 1

DRAFT MSC CIRCULAR

SIMPLIFIED TONNAGE CALCULATION FOR EXISTING SHIPS
NOT HAVING A GROSS TONNAGE ACCORDING TO
THE 1969 CONVENTION

Gross tonnage of ships not having an International Tonnage Certificate (ITC 69) or a preliminary document replacing the ITC 69 for a short period, on or after 18 July 1994 may be calculated by the port State according to the following simplified formula:

$$GT_p = V_E \times a, \text{ with } GT_p = \text{provisional gross tonnage}$$

$$V_E = L \times B \times H, \text{ and}$$

L = length according to the International Load Line Certificate, in metres,*

B = moulded breadth, in metres,*

H = height from the bottom up to the uppermost complete deck (upper deck), in metres,*

a = f (V_E) to be determined by interpolation according to the following table:

If a net tonnage is required additionally, then a provisional value "NT_p" may be taken as:

$$NT_p = 0.6 \times GT_p$$

V_E	a
up to 400	0.58
1 000	0.43
5 000	0.35
10 000	0.34
25 000	0.33
50 000	0.32
100 000	0.31
150 000	0.30
200 000	0.29
250 000 and over	0.28

* either according to Lloyd's Register or documents on board the ship.



ANNEX 2

DRAFT ASSEMBLY RESOLUTION

FULL APPLICATION OF THE INTERNATIONAL CONVENTION
ON TONNAGE MEASUREMENT OF SHIPS, 1969, TO EXISTING SHIPS

THE ASSEMBLY,

RECALLING Article 15(j) of the Convention on the International Maritime Organization concerning functions of the Assembly in relation to regulations and guidelines concerning maritime safety and marine pollution,

NOTING that the International Convention on Tonnage Measurement of Ships, 1969 (1969 Tonnage Convention) shall apply to existing ships as from 18 July 1994, under the provisions of article 3(2)(d),

NOTING FURTHER that existing ships to which the Convention shall apply on or after 18 July 1994 shall retain their then existing tonnages for the purpose of the application to them of relevant requirements under other existing international conventions,

REALIZING that tonnages determined under the 1969 Tonnage Convention can be sufficiently different from those determined under the old national tonnage regulations to create confusion in connection with the application of:

- the International Convention for the Safety of Life at Sea (SOLAS), 1974,
- the International Convention on Standards of Training, Certification and Watchkeeping of Seafarers (STCW), 1978,
- the International Convention for Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78),

BEARING IN MIND that, although the International Convention for the Safety of Life at Sea, 1974, and the other international Conventions do not specifically define the gross tonnage of ships, the gross tonnage measured in accordance with the 1969 Convention should be used for application of the provisions of these Conventions,

BEARING IN MIND ALSO resolution A.494(XII) on Revised interim scheme for tonnage measurement for certain ships, resolution A.540(13) on Tonnage measurement of certain ships relevant to the International Convention on Standards of Training, Certification and Watchkeeping of Seafarers, 1978, resolution A.541(13) on Interim scheme for tonnage measurement for certain ships for the purposes of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto,

HAVING CONSIDERED the recommendations made by the Maritime Safety Committee at its 63rd session and the Marine Environment Protection Committee at its 35th session,

1. AGREES that the gross tonnage of an existing ship, the keel of which is laid before 18 July 1994, which was valid prior to the coming into force of the 1969 Tonnage Convention and which is stated under the "Remark" column of the International Tonnage Certificate (1969) for such a ship, the appropriate box in the pertinent Ship Safety Certificate, the International Oil Pollution Prevention Certificate or other such official certificates issued by the Administration, may show only that old gross tonnage with one of the following footnotes:

"The above gross tonnage has been determined by the tonnage authorities of the Administration in accordance with the national tonnage rules which were in force prior to the coming into force for existing ships of the International Convention on Tonnage Measurement of Ships, 1969", or

"see REMARK column of the valid International Tonnage Certificate (1969)";

2. INVITES Member Governments and Governments of States parties to the aforementioned conventions to take cognizance and to accept the use of this scheme for the purpose of application of the provisions of SOLAS 1974, MARPOL 73/78 and STCW 1978.