

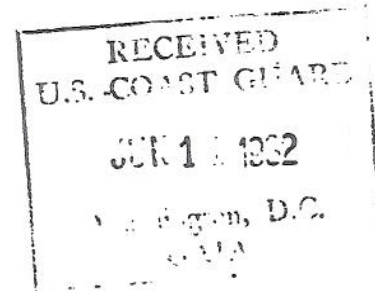
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**INTERPRETATIONS OF TERMS USED IN THE INTERNATIONAL  
CONVENTION ON TONNAGE MEASUREMENT OF SHIPS, 1969**

The Maritime Safety Committee at its forty-sixth session agreed on interpretations to the International Convention on Tonnage Measurement of Ships, 1969. The Interpretations are set out at Annex and supersede those given in MSC/Circ.254.

Contracting Governments of the International Convention on Tonnage Measurement of Ships, 1969 are invited to apply these interpretations, following the entry into force of the Convention.

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ANNEX

INTERPRETATIONS OF TERMS USED IN THE INTERNATIONAL CONVENTION  
ON TONNAGE MEASUREMENT OF SHIPS, 1969

Application (Article 3(2)(b))

- 1.1 "Alterations or Modifications" are those which change the principal dimensions or involve structural changes. An existing ship may continue to operate under its existing tonnage without remeasurement in either an open or closed condition under resolution A.48(III).
- 1.2 If structural modifications are necessary to permit an open shelter-deck ship to become a closed shelter-deck ship, the ship should be considered as new under this Convention. The sealing of a tonnage opening should however not be considered a structural modification for the purpose of this interpretation.
- 1.3 Existing ships which regularly alter load line and tonnage marks in order to change from higher to lower tonnage and vice versa, are dealt with in MSC/Circ.253 which is reproduced at Appendix 1.
- 1.4 In the case of "alterations or modifications" the following applies:
- .1 the Convention requirements apply when the conversion is commenced on or after 18 July 1982;
  - .2 where several sister ships are to be substantially altered and the additional steel work is prefabricated before 18 July 1982 but work on the individual ship commenced on or after that date, the Administration should consider the application of the Convention bearing in mind the circumstances of each case but resist any misuse of such prefabrication measures which might prevent the application of the Convention to ships converted after 18 July 1982.
- 1.5 The term "substantial variation" needs no interpretation because of the continued use of tonnage values under present measurement systems to determine the applicability of the SOLAS Regulations to an altered existing ship until 1985, or if below 1,600 GRT up to 1994.
- 1.6 An existing ship during the Convention transition period is not required to be measured under the Convention rules until 1994. An existing ship may be remeasured under existing national rules if it is modified affecting the net tonnage, provided the existing gross tonnage is not substantially changed.



### Cancellation of Certificate (Article 10(2))

2 The term "certificate" in Article 10(2) refers to the International Tonnage Certificate (1969) and existing ships as defined in Article 2(7), need not be measured under the 1969 Tonnage Convention on change of flag but may be measured under present national rules.

### Inspection (Article 12)

3 A copy of the tonnage calculations may be provided together with the International Tonnage Certificate (1969) to the ship's master. Although not a requirement, nothing in the Convention would prevent Administrations from providing these calculations to ships flying their flag.

### Definition of terms used in the Annexes (Regulation 2)

4 The following interpretations apply to the terms given in the paragraphs of Regulation 2:

- .1 "Upper Deck" - In a ship with two or more decks having openings in the side of the ship below the uppermost deck, which are not closed but limited inboard by weathertight bulkheads and decks, the first deck below such openings should be considered the upper deck (see Figure 1 in Appendix 2).
- .2 "Watertight" - The Administration may decide on this term as a special definition for tonnage purposes is not needed.
- .3 "Amidships" - This term should be considered as the midpoint of the length as defined in Article 2(8) where the forward terminal of that length coincides with the fore side of the stem.
- .4 "Enclosed spaces" - the following should be observed:
  - .4.1 In paragraph (4) there is no contradiction between the definition of enclosed spaces as being "bounded by the ship's hull, by fixed or portable partitions ..." and "... nor the absence of a partition shall preclude a space from being included in the enclosed space";
  - .4.2 Tanks, permanently located on the upper deck, provided with removable pipe connections to the cargo system or the vent (de-airing) lines of the ship, should be included in  $V_o$ ;

- .4.3 The volume of weathertight steel pontoon covers on hatchway coamings should be included in the calculations of the total volume ( $V$ ) of the ship. If such covers are open on the underside, their volume should also be included in  $V_c$ ;
- .4.4 Multi-purpose vessels which have the facility to trade with cargo hatches open or closed should always be measured with the hatch covers considered to be closed.
- .5 "Excluded Spaces"
- .5.1 The space between the side longitudinal bulkhead of a deckhouse and the bulwark below a deck extending from side to side supported by stanchions or vertical plates connected to the bulwarks, should be treated as an excluded space in accordance with Regulation 2(5)(b) and (c) (see Figure 2 in Appendix 2);
- .5.2 In the case of a ro/ro ship, for example, where the space at the end of an erection is fitted with means for securing cargo, the space should be included in  $V$  in accordance with the first condition of Regulation 2(5).
- .6 "Passenger" -  $N_1$  and  $N_2$  should be obtained from the Administration's maritime safety authority.
- .7 "Cargo Spaces"
- .7.1 The volume of the segregated ballast tanks should not be included in  $V_c$  provided they are not to be used for cargo.
- .7.2 The volume of slop tanks for cargo residues should be included in  $V_c$ .
- .7.3 In fishing vessels, the volume of fish processing spaces for fishmeal, liver oil and canning, tanks for re-cooling fish, wet fish bunkers, stores for salt, spices, oil and tare should be included in  $V_c$ . Fishing gear stores should not be included in  $V_c$ .
- .7.4 The volume of refrigerating machinery used for refrigerating cargoes and situated within the boundaries of the cargo spaces should be included in  $V_c$ .



- .7.5 The volume of mail rooms, baggage compartments separate from passenger accommodation, and bonded stores for passengers should be included in  $V_c$ . The volume of provision rooms for crew or passengers and bonded stores for crew should not be included in  $V_c$ .
- .7.6 On combination carriers, where the owners request to have the dual purpose oil/ballast tanks converted to ballast tanks and excluded from  $V_c$ , the ballast tanks should be required to be permanently disconnected from the oil cargo system and not used for the carriage of cargo. The ship should then be remeasured in accordance with Regulation 5(3). Any ballast tanks not to be included in  $V_c$  should be solely allocated to ballast, connected to an independent ballast system, and not used to carry cargo.
- .7.7 When determining the volume of cargo spaces, no account should be taken of insulation, sparring or ceiling which is fitted within the boundaries of the space concerned. For ships which have permanent independent cargo tanks constructed within the ship, e.g. gas tankers, the volume to be included in  $V_c$  should be calculated to the structural boundary of such tanks, irrespective of insulation which may be fitted on the inside or outside of the tank boundary.
- .7.8 The volume of dual purpose spaces such as those used for both ballast and cargo should be included in  $V_c$ .

#### Gross and Net Tonnage (Regulations 3 and 4)

5.1 The  $K_1$  and  $K_2$  coefficients used in the gross and net tonnage calculations may be derived from either the table in Appendix 2 of the Convention or from the formula in Regulation 3 or 4 respectively at the discretion of the Administration.

5.2 The final tonnage figures determined in accordance with Regulations 3 and 4 and stated in the tonnage certificate should be given in rounded down figures without decimals.

5.3 Spaces allocated to passenger automobiles should be included in  $V_c$ .

#### Calculation of Volumes (Regulation 6)

6.1 Bulbs, fairwaters, propeller shaft bossings or other structures should be treated as appendages.

6.2 Hawse pipes, sea-valve recesses, thruster tunnels, stern chutes in fishing vessels, dredging wells in dredgers and other similar spaces fitted in the ship's hull should be dealt with as spaces open to the sea.

6.3 In reference to Regulation 6(2), 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.

#### Measurement and Calculation (Regulation 7)

7.1 When a tonnage certificate and a copy of the calculations of the tonnages are transmitted to another government in accordance with Article 8(2) or 10(3) of the Convention, they should be accompanied by a form as shown in Appendix 3, showing the main particulars of the tonnage calculations for easy reference. When listing underdeck volumes, the volumes may be combined (e.g. underdeck/extended forecastle, etc.) on the form.

7.2 Administrations should decide on the degree of accuracy required for the tonnage calculations.



APPENDIX 1

RECOMMENDATION ON SHIPS WHICH REGULARLY  
ALTER LOAD LINES AND TONNAGE MARKS

The Maritime Safety Committee re-considered at its fortieth session the situation of ships which regularly alter their load lines and tonnage marks. Having recalled its decision taken at the thirty-ninth session the Maritime Safety Committee agreed on the following:

The attention of the Maritime Safety Committee at its thirty-ninth session was drawn to the case of ships which regularly altered their load lines and tonnage marks in order to change from higher to lower tonnage and vice versa without any modification to such ships.

The Committee noted that this practice existed although the Recommendation annexed to resolution A.48(III) provided for a single tonnage certificate showing both higher and lower tonnages without the necessity to alter load lines and tonnage marks.

The Committee decided that after the coming into force of the 1969 Tonnage Convention the change from higher to lower tonnage or vice versa will not constitute a "substantial variation" for the purposes of Article 3(2)(b) of that Convention.

The Committee also decided that the higher tonnage should be used for the application of the SOLAS Convention, both at present and when the 1969 Convention comes into force.

APPENDIX 2

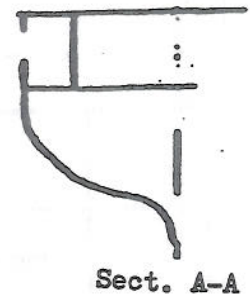
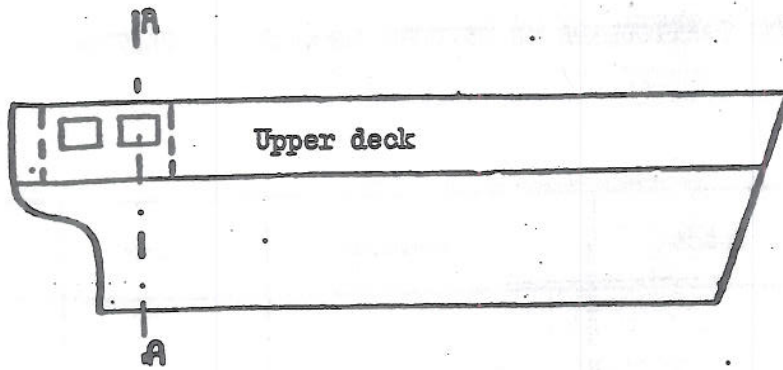


Figure 1

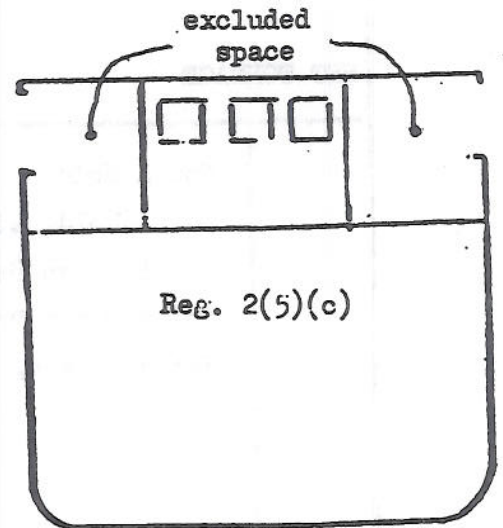
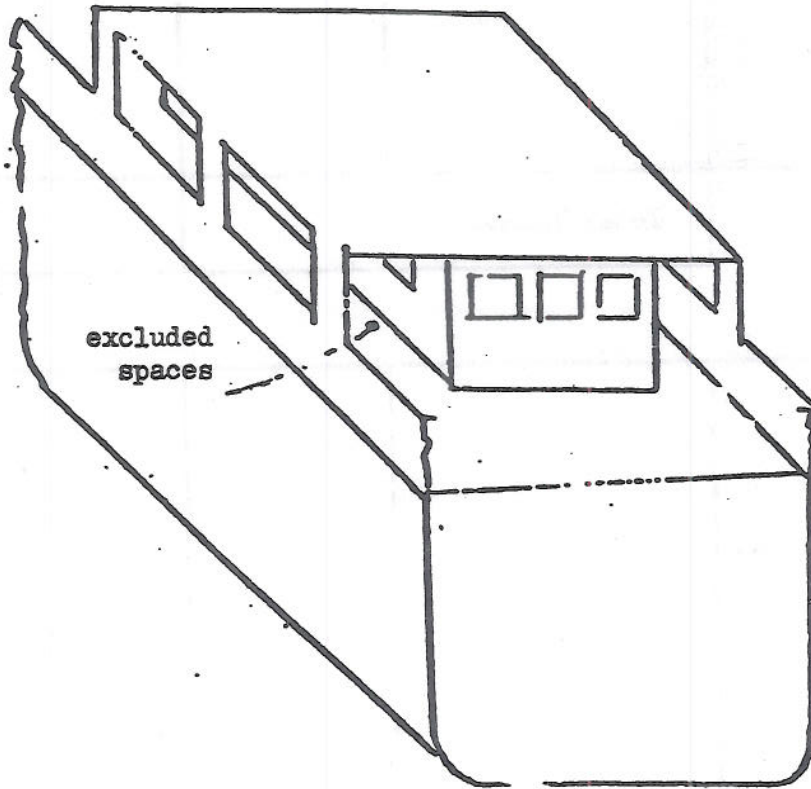


Figure 2



APPENDIX 3

FORM GIVING PARTICULARS OF UNIFORM TONNAGE CALCULATION

GROSS TONNAGE

Item No.	Name of Space	Location	Length	Moulded Volume
	Underdeck Poop Bridge Forecastle Deckhouses Hatches, etc.			
		Total Volume		

NET TONNAGE

	No. 1 Hold No. 2 Hold, etc. No. 1 Tween Decks No. 2 Tween Decks, etc. Hatches, etc.			
		Total Volume		