



MARITIME SAFETY COMMITTEE
82nd session
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STABILITY, LOAD LINES AND FISHING VESSEL SAFETY

Tonnage measurement of open-top containerships

Submitted by Germany

SUMMARY

Executive summary: This document proposes a minor change to the draft resolution on open-top containerships as proposed by the SLF Sub-Committee that are meant to allow a more practical implementation of the resolution

Action to be taken: Paragraph 8

Related documents: SLF 49/WP.4; SLF 49/17 and MSC 82/12

INTRODUCTION

1 The SLF Sub-Committee developed, during its forty-ninth session, a draft resolution on the tonnage measurement of open-top containerships. This was done in order to achieve a harmonized implementation of tonnage measurement of open-top containerships with a view to remove dis-incentives to build and employ open-top containerships.

2 Germany fully supports the adoption of the draft resolution and has played an active role in its development. However with regard to the final wording, Germany would like to propose a minor amendment to the definition of open-top containerships which will allow a more harmonized implementation of the resolution.

3 The SLF Sub-Committee strengthened the definition of open-top containerships which had been included in previous relevant tonnage circulars (i.e., TM.5/Circ.3 and TM.5/Circ.5) in lieu of the more general definitions, by an explicit requirement of a vessel design to feature “not less than 66.7% of the cargo hatches in an “open-top” configuration”.

4 This was done based on the correspondence group report in order to facilitate a stringent use of the reduced tonnage. The Sub-Committee “agreed to the definition of the open-top containership, as outlined in paragraph 7 of document SLF 49/10. In the course of the discussion, as a question was raised regarding the figure 66.7%, representing the ratio of open-top cargo hatches, the Sub-Committee noted that the figure was to mean more than two-thirds”^{*}.

* Refer to paragraph 10.4.1 of SLF 49/17.

Proposal based on German reference data

5 In a follow-up on the outcome of SLF 49 in this regard, Germany re-iterated the available data based on which the correspondence group's work had been co-ordinated. From this data, it can be easily understood that the intent to strengthen the definition, if based on the number of cargo hatch covers, will not be able to be implemented uniformly.

6 The validation data shows that the proposed criteria should rather be a certain percentage of the total cargo hatch area than of the *number* of hatches. If this change of words was established the core of the discussion at SLF 49 would be established in a more meaningful manner. The validation data provided in the annex to this document compares the different ratios of cargo holds, cargo hatches and cargo hatch areas.

7 Based on this data, Germany proposes the following amendment to the draft MSC resolution in the paragraph relating to the definition of open-top containerships. The proposed changes are shown by ~~strikeouts~~ and *insertions*:

Definition of open-top containership

2 *An open-top containership*, for the purpose of application of the 1969 Tonnage Convention, means a ship which is designed for the carriage of containers and which is constructed like an open "U", with not less than 66.7% of the cargo hatches area in an "open-top" configuration, with a double bottom and above this, high-sided erections without hatch covers on the upper deck and without a complete deck above the moulded draught (refer to the figure), and needs to be regarded as a ship of a novel type as referred to in regulation 1(3).

Action requested of the Committee

8 The Sub-Committee is invited to take note of the proposed amendment and decide as appropriate.

ANNEX
REFERENCE DATA

Examples	ITC 69 GT	Year built	Total number of cargo holds	Number of open cargo holds	hold ratio	Total number of cargo hatches	Number of open cargo hatches	cargo hatch ratio	Total cargo hatch area (m ²)	open hatch area (m ²)	cargo hatch area ratio	compliance with new 2/3 requirements
A	6362	1997 - 1999	4	1	0.25	6	3	0.50	1153	605	0.52	no
B	9981	2000 - 2006	4	2	0.50	6	4	0.67	1444	1049	0.73	yes
C	16450	2004 - 2005	8	6 / 3	0.25	20	6	0.30	2266	1164	0.51	no
D	25200	1998 - 1999	7	5	0.71	12	9	0.75	3074	2456	0.80	yes
E	34840	1999	6	5	0.83	10	8	0.80	3640	3016	0.83	yes
F	42323	1993 - 1996	8	6	0.75	16	13	0.81	4407	3472	0.79	yes
G	48508	1991 - 1992	7	5	0.71	25	18	0.72	4683	3950	0.84	yes
H	56248	1993 - 1994	7	5	0.71	27	17	0.63	5580	4586	0.82	yes