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Ref. T4/5.04

TM/Circ.91
22 July 2005

NOVEL TYPES OF CRAFT UNDER REGULATION 1(3)

Information submitted by the Bahamas

The Secretary-General has the honour to transmit herewith a communication received from the Government of the Bahamas regarding the four ships which are treated as crafts of novel design and whose crane housings are not included in the total volume of all enclosed spaces, under the provisions of regulation 1(3) of the International Convention on Tonnage Measurement of Ships, 1969.



THE BAHAMAS MARITIME AUTHORITY

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12 July 2005

Our ref. inspect/gearbulkitc69/deh

International Maritime Organization,
4 Albert Embankment,
London SE1 7SR.

Attention of: Mr. Alexander A. Petrov,
Senior Deputy Director, Maritime Safety Division.

Dear Mr. Petrov,

International Convention on Tonnage Measurement of Ships, 1969: Notification of novel design of craft under Regulation 1(3)

In accordance with Regulation 1(3) of the International Convention on Tonnage Measurement of Ships, 1969, this correspondence serves to inform the Organisation that this Administration is treating the following vessels as crafts of novel design and is not including the volume of the crane housing in the total volume of all enclosed spaces:

1. JAEGER ARROW, IMO no. 9215347
2. GROUSE ARROW, IMO no. 8918215
3. MOZU ARROW, IMO no. 8918227
4. SWIFT ARROW, IMO no. 8918239

Our full submission is contained in the attached documents, which is respectfully submitted for circulation to all member States.

Regards,

A handwritten signature in black ink, appearing to read 'Dwain E. Hutchinson', written over a horizontal line.

Dwain E. Hutchinson,
Deputy Director,
The Bahamas Maritime Authority.

INTERNATIONAL CONVENTION ON TONNAGE MEASUREMENT OF SHIPS, 1969

Novel design of Craft under Regulation 1(3)

Submitted by the Bahamas

General

1. In accordance with Regulation 1(3) of the International Convention on Tonnage Measurement of Ships, 1969, this correspondence serves to inform the Organisation that this Administration is treating the following vessels as crafts of novel design and is not including the volume of the crane housing in the total volume of all enclosed spaces:

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2. Regulation 1(3) uses the term “novel” but we note that there is not a definition for this term in either the Convention or the associated interpretation.

3. Technical description of vessels

3.1 The vessels were designed for the transportation of sensitive forest products in routes known to have severe weather conditions with the crane housing constructed to afford full protection of the crane and the cargo area.

3.2 The construction of the crane housing was designed to provide work way/space for the cargo cranes, which are overhead travelling cranes with telescopic arms operating through a set of doors in the housing.

3.3 The cargo holds, which are used for the carriage of the forest products, are NOT fitted with hatches and cargo can only be carried in the cargo holds. *Figure 1* show the general arrangement of the unique designed vessel and *Figure 2* is the general arrangement of a similar conventional designed vessels.

4. Safety features and benefits of the design

The vessels have been in safely operated for over 10 years and some of the safety/beneficial aspects, based on their design, of the vessels are as follows:

- Added safety to the crew whilst on deck due to the crane housing which protects from exposure to outside elements,
- Reduction of the risk of injury by using overhead cranes rather than pedestal gantry cranes for cargo operations,
- Ability to monitor the cargo within a protected environment,
- Protection of the cargo during carriage and loading/unloading operations,
- Reduced maintenance of the crane due to less exposure to outside elements.

Conclusion

5. After reviewing the design of the vessels particularly the features that enhances the safety of the crew whilst on deck and the protection of the sensitive cargo during cargo operations, this Administration has concluded that the design is of a novel type within the intent of the Regulation.
6. Further the Administration notes the principles of economic disadvantage as contained in TM.5/Circ.4 and a comparison of the ships with conventional pedestal crane vessels of similar deadweight shows that the subject vessels' gross tonnage is approximately 60 % higher. The comparisons are provided in the *Appendix*.
7. This Administration has advised its Recognised Organisations to assign tonnages to the vessels based on the novel design principles.

Appendix

Comparison of unique design vessels with conventional design vessels

1. For the purpose of this comparison, the Administration used a conventional pedestal crane vessel with the similar deadweight with the tabulated results shown in *Tables 1 and 2* highlighting the economic disadvantage of the ships. The figures in *Table 2* have been plotted on a graph with the unique designed vessel shown as a box and the conventional designed vessel shown as diamonds.

Table 1: Comparison of the unique designed vessel (JAEGER ARROW) to a conventional designed vessel

Design (Conventional/Unique)	Vessel Name	IMO No	Flag	Gross Tonnage (ITC69)	Net Tonnage (ITC69)	DWT
Unique	JAEGER ARROW	9315347	Bahamas	29103	8730	29103
Conventional	THAI BRIGHT	8310944	Marshall Island	18732	8596	26140
Difference: Convention to unique design	-	-	-	10371	134	37

Table 2: Comparison of the unique designed vessels to conventional designed vessels

Design (Conventional/Unique)	Vessel Name	IMO No	Flag	Gross Tonnage (ITC69)	Net Tonnage (ITC69)	DWT
Conventional	AUK ARROW	8309397	Bahamas	27962	12660	43952
Conventional	AVOCET ARROW	8324359	Bahamas	27470	13642	39260
Conventional	BARBET ARROW	8324373	Bahamas	27470	13642	39218
Conventional	BERGEN ARROW	8130291	Bahamas	25063	11236	38800
Conventional	CORMORANT ARROW	8400634	Bahamas	28005	12818	41728
Conventional	CRANE ARROW	8308147	Bahamas	27818	12649	42913
Conventional	FINCH ARROW	8207329	Bahamas	26130	11832	39273
Conventional	GANNET ARROW	8324361	Bahamas	27470	13642	39260
Conventional	IBIS ARROW	8313702	Bahamas	28239	12870	42497
Conventional	PETREL ARROW	8308161	Bahamas	27824	13244	42964
Conventional	SISKIN ARROW	8207331	Bahamas	26130	11832	39273
Conventional	STAR FLORIDA	8309828	Norway	25345	11625	40790
Conventional	STAR FRASER	8309842	Norway	25345	11625	40850
Conventional	STAR FUJI	8309830	Norway	25345	11625	40850
Conventional	TEAL ARROW	8309402	Bahamas	27962	12660	44010
Conventional	WREN ARROW	8316699	Bahamas	27824	13244	43003
<i>Average of all conventional design</i>	-	-	-	26963	12553	41165
Unique	GROUSE ARROW*	8918215	Bahamas	44398	24266	42276
Difference: Convention to unique design	-	-	-	17435	11713	1111

* GROUSE AROW, MOZU ARROW and SWIFT ARROW are all sister ships

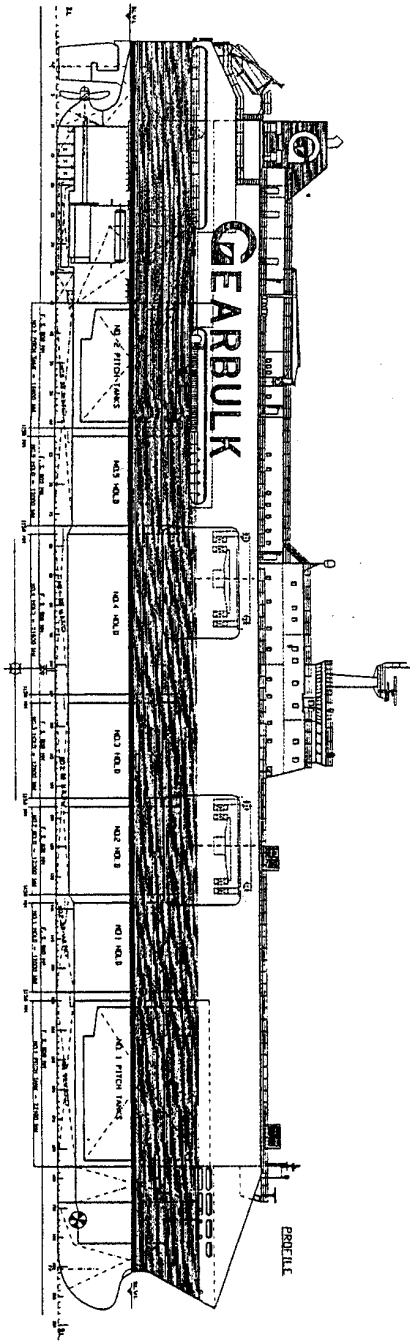
2. The design of the crane housing with overhead travelling cranes reduces the capability of the vessels, which have no hatch covers, to carry cargo above the hatch coaming as opposed to a conventional vessel that can load cargo on the hatch covers. This is illustrated in *Figure 3*.

GENERAL ARRANGEMENT

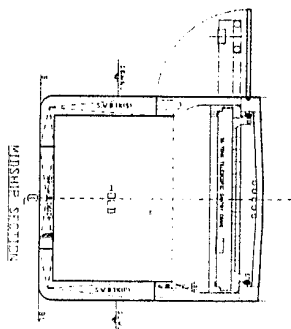
GEARBULK

FIGURE 1 : Unique designed vessel

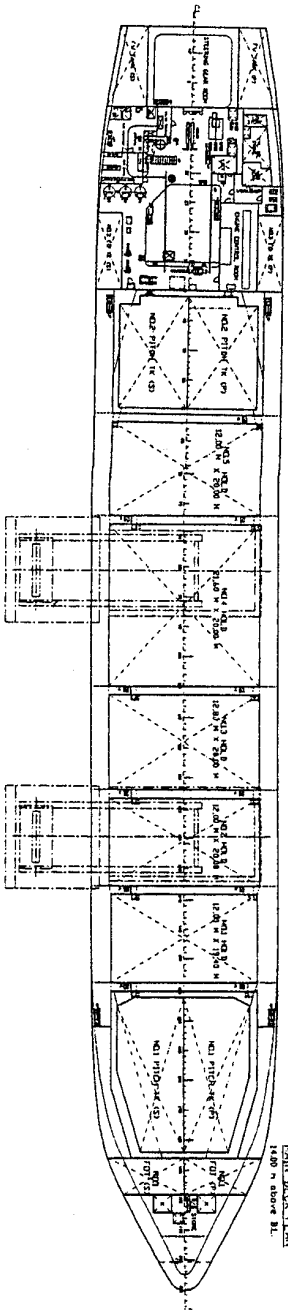
Profile



Midship Section



Tank Top Plan



Principal Particulars

Length Over all	ABT 171.40M
Length Between Perpendiculars	162.40M
Breadth MLD	24.80M
Depth to main deck (MLD)	14.00M
Depth to Uppermost deck (MLD)	26.60M
Design draught	9.60M
Scantling draught	11.00M
Design DWT	20,000 Tons
Scantling DWT	25,000 Tons

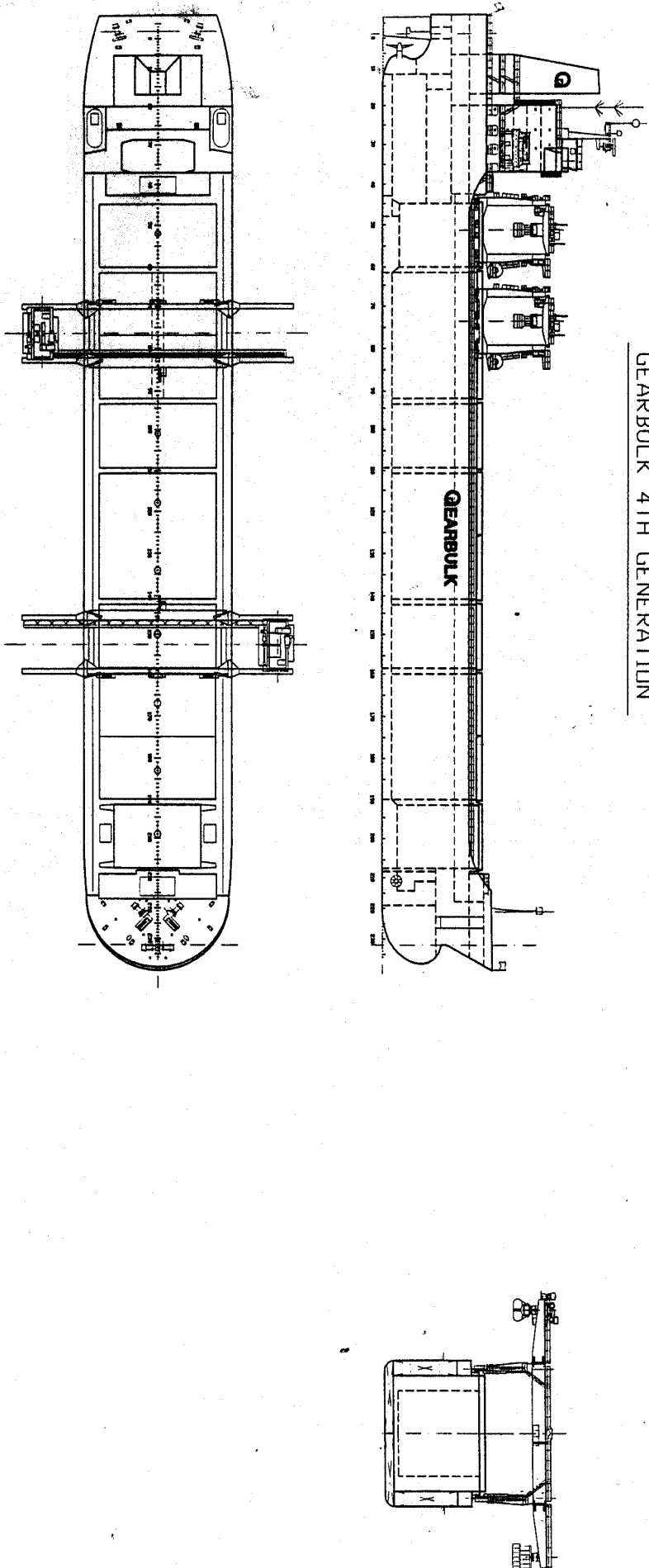


FIGURE 2 : CONVENTIONAL DISTANCE VESSEL

