



IMCO

INTERNATIONAL CONFERENCE ON TONNAGE MEASUREMENT

Technical Committee

PROGRESS REPORT NO.5

Morning, 6 June 1969

Definition of length

1. The Committee agreed that the definition of length to be contained in Article 2 of the Convention, might be as follows:

"The length of a ship to which the International Convention on Load Lines in force applies shall be the length as defined in that Convention.

The length of other ships shall be ..."

Total moulded volumes of a ship

2. The Committee agreed that the following text could be used as a basis for further study:

"(1) The total moulded volume of a ship shall be calculated to the inner side of the shell plating, the inner side of the keel plate, to the under side of the deck and to the inside of boundary bulkheads.

(2) Volumes of bulges in the ships' sides, such as a bulbous bow and propeller bossings, shall be included in the total volume;

(3) Volumes of spaces in open connexion with the sea, such as slipways, bow thruster tunnels, open wells in dredgers, etc. may be excluded from the total volume."

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Displacement

3. The Committee agreed that displacement shall be the moulded displacement and shall include boundaries such as a bulbous bow and propeller bossings, but exclude bilge keels, rudders and recesses in open connexion with the sea.

4. The Committee agreed that the following revised text could be used as a basis for further study:

"The displacement shall be moulded displacement:

- (i) to the assigned summer load line other than timber load line in accordance with the International Load Line Convention in force, or
- (ii) for passenger ships, to the deepest subdivision load line assigned in accordance with the International Convention for the Safety of Life at Sea in force or other international agreement where applicable, or
- (iii) for ships to which the International Convention on Load Lines does not apply but to which a national load line is assigned, to the summer load line in accordance with national regulations, or
- (iv) for ships to which no load line is assigned to draught equal to 85 per cent of the moulded depth amidships to the uppermost complete deck, or
- (v) for ships the draught of which is restricted by the Administration, to the maximum permissible draught.

Change of net tonnage

5. The Committee agreed that the minimum intervals at which the reduction of net tonnage is allowed due to the change of assigned load line should be one year. (The case where a flag or owner of a ship is changed will be discussed later.)



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Displacement

1. The Committee tentatively agreed the following text:

"The displacement shall be the moulded displacement calculated at one of the following load lines or draughts:

- (i) for ships to which the International Convention on Load Lines in force applies, the summer load line other than timber load line assigned in accordance with that Convention,
- (ii) for passenger ships, the deepest subdivision load line assigned in accordance with the International Convention for the Safety of Life at Sea in force or other international agreement where applicable,
- (iii) for ships to which the International Convention on Load Lines does not apply, but which have been assigned a load line in compliance with national requirements, the summer load line so assigned,
- (iv) for ships to which no load line is assigned but the draught of which is restricted in compliance with national requirements, the maximum permitted draught, or

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- (v) for other ships, the draught equal to 85 per cent of the moulded depth amidships to the upper deck".

Upper deck

2. The Committee tentatively agreed on the following text:

"The upper deck is the uppermost complete deck exposed to sea and weather, which has permanent weathertight means of closing all openings in the weather part thereof, and below which all openings in the sides of the ship are fitted with permanent means of watertight closing. In a ship having a discontinuous upper deck, the lowest line of the exposed deck and the continuation of that line parallel to the upper part of the deck is taken as the upper deck."

Moulded depth

3. The Committee tentatively agreed on the following text:

- "(a) The moulded depth is the vertical distance measured from the top of the keel to the top of the upper deck beam at side. In wood and composite ships the distance is measured from the lower edge of the keel rabbet. Where the form at the lower part of the midship section is of a hollow character, or where thick garboards are fitted, the distance is measured from the point where the line of the flat of the bottom continued inwards cuts the side of the keel.
- (b) In ships having rounded gunwales, the moulded depth shall be measured to the point of intersection of the moulded lines of the deck and side shell plating, the lines extending as though the gunwale were of angular design.

- (c) Where the upper deck is stepped and the raised part of the deck extends over the point at which the moulded depth is to be determined, the moulded depth shall be measured to a line of reference extending from the lower part of the deck along a line parallel with the raised part."

Novel types of craft

4. The Committee agreed that the tonnage of novel types of craft such as hydrofoil boats, air cushion vehicles, submersibles, etc. should be left to the Administration and for this purpose the following text could be included in the Convention in lieu of the text given in paragraph 5 (2) of TM/CONF/C.2/WP.12:

"The tonnage of novel types of craft whose constructional features are such as to render the application of the provisions of these Regulations unreasonable or impracticable shall be as determined by the Administration. Where the tonnage is so determined, the Administration shall communicate to the Organization details of the method used for that purpose, for circulation to the Contracting Governments for their information."

Change of net tonnage

5. The Committee considered the text in paragraph 7 of TM/CONF/C.2/WP.12 and agreed that a revised draft text should be prepared for further consideration. The following revised draft is accordingly submitted for consideration:

"(1) When the assigned load line of a ship or the permitted draught referred to in Regulation is altered which results in an increase in its net tonnage as determined in accordance with the provisions of Regulation, the net tonnage of the ship

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corresponding to the new load line shall be determined and shall be applied forthwith.

- (2) When the assigned load line of a ship or the permitted draught referred to in Regulation is altered which results in a decrease in its net tonnage as determined in accordance with the provisions of Regulation, the reduced net tonnage of the ship corresponding to the new load line shall not be applicable for the purposes of this Convention before twelve months have elapsed from the date on which the assigned load line was altered; provided that this requirement shall not apply:

- (i) if the ship is transferred to the flag of another State, or
- (ii) if a real change in the ownership of the ship takes place, or
- (iii) if the ship undergoes alterations or modifications which are deemed by the Administration to be of a major character. For the guidance of the Administration alterations or modifications which result in the change of the gross tonnage of the ship by at least 10 per cent are regarded as being of a major character."

- /(3) Notwithstanding the provisions of paragraphs (1) and (2) of this Regulation, a ship to which load lines referred to in sub-paragraphs (i) and (ii) of Regulation are concurrently assigned shall be given only one net tonnage as determined in accordance with the provisions of Regulation and that tonnage shall be the tonnage applicable to the

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appropriate assigned load line. For such a ship, changes resulting in a decrease in net tonnage shall be made not more than times in any period of twelve months, except that changes may be made in accordance with the terms of the proviso contained in the preceding paragraph.⁷
