



IMCO

INTERNATIONAL CONFERENCE ON
TONNAGE MEASUREMENT, 1969

Technical Committee

PROGRESS REPORT NO. 7

Afternoon, 10 June 1969

Formula for net tonnage

1. In accordance with the decision taken by the Conference (TM/CONF/WP.6), the Committee considered the Norwegian proposal for an alternative formula for net tonnage (TM/CONF/C.2/WP.25), and agreed that the Working Group on Gross and Net Tonnages should study the following formula:

$$NT = A \cdot C \frac{D}{D_{LL}} + B \cdot P$$

Where: C = total moulded volume of cargo spaces, including total moulded volume of hatchways and hatchway trunks leading directly to cargo spaces,

P = total moulded volume of passenger spaces or function of number of passengers,

D = ship's displacement or draught,

D_{LL} displacement or draught corresponding to the minimum geometrical freeboard irrespective of ship's scantlings calculated in accordance with the International Convention on Load Lines in force, taking the upper deck as the freeboard deck. Consideration should also be given to

TM/CONF/C.2/WP.29

the possibility of using in the formula freeboard
in lieu of displacement or draught,

A,B = coefficients. c

Regulations for Determining Gross and Net Tonnages of Ships

2. The Committee agreed to use the paper TM/CONF/C.2/WP.22 as a basis for deliberations.

3. The Committee tentatively agreed on the texts given in TM/CONF/C.2/WP.22 in respect of:

Regulation 1 - General

Regulation 2(1) - Upper deck

Regulation 2(3) - Passenger

4. The Committee agreed on certain drafting improvements to be made in respect of:

Regulation 2(2) - Moulded depth

Regulation 2(5) - Passenger spaces

Regulation 2(6) - Water-ballast spaces

For this purpose the Committee set up a small drafting group consisting of the delegations of France, USSR and UK, which should prepare revised drafts of the above Regulations for further consideration.

5. The Committee met with certain difficulties in drawing up a satisfactory definition of "passenger space", and in view of this considered it preferable to use a formula for net tonnage based, among others, on the number of passengers rather than the one based on the total moulded volume of passenger spaces, if the standard deviation obtained from the two formulae does not differ appreciably.
