



IMCO

INTERNATIONAL CONFERENCE ON
TONNAGE MEASUREMENT, 1969

Technical Committee

THE DETERMINATION OF GROSS TONNAGE FOR
"OPEN/CLOSED" SHELTERDECK SHIPS INDEPENDENT
OF A DEFINITION OF A SECOND DECK

Note by Norway

The Norwegian delegation still considers that the definition of the second deck as set forth in TM/CONF/9/Add.1, is preferable, but is at the request of the Technical Committee hereby submitting an alternative suggestion offered only as a working basis.

Figure 1 illustrates a shelterdeck ship in "open" condition. The dotted line refers to an imaginary deck line situated at a depth equal to

$$\sqrt{0.5 + 0.02D} D$$

where D is the moulded depth, in metres, to the uppermost complete deck.

The ship is assigned a load line mark at a distance below that imaginary deck equal to or greater than that obtained from the tables referred to in Regulation 7 in TM/CONF/9/Add.1.

The gross tonnage of the ship should be based upon the moulded volume of the ship below the imaginary deck and the moulded volume of passenger spaces above that deck, if any.

TM/CONF/C.2/WP.6

Figure 2 illustrates a shelterdeck ship in "closed" condition. The ship is assigned a load line mark above that limiting position stipulated for the "open" shelterdeck position.

The gross tonnage of the ship should be based upon the moulded volume of the ship below the uppermost complete deck, the moulded volume of cargo spaces above the uppermost complete deck and the moulded volume of passenger spaces, if any, above the uppermost complete deck.

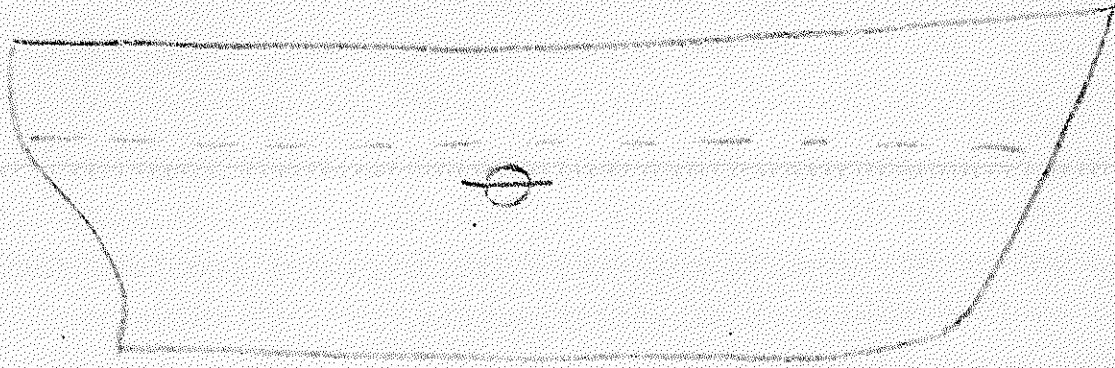


Fig. 1

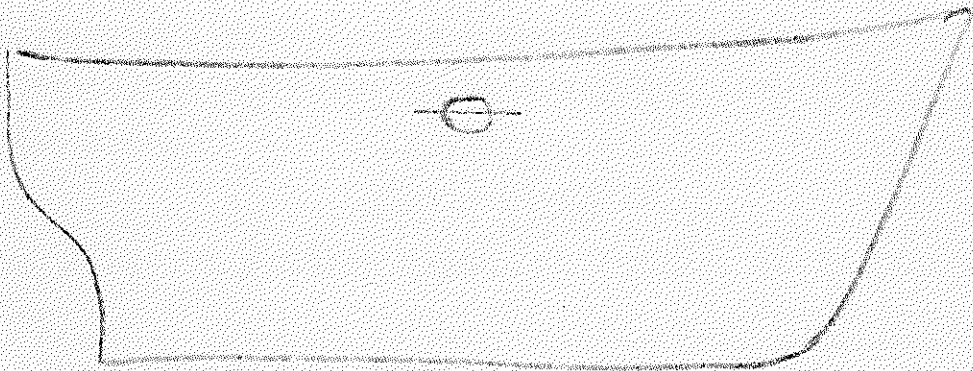


Fig. 2