

# INTER-GOVERNMENTAL MARITIME CONSULTATIVE ORGANIZATION

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## WORKING GROUP ON TONNAGE MEASUREMENT - 3rd session

### BASIC REFERENCES

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I. TERMS OF REFERENCE OF THE SUB-COMMITTEE

(Suggested by the Sub-Committee at its 1st session in June 1959 and approved by the Maritime Safety Committee at its 2nd session in November 1959)

To draw up recommendations for a system of tonnage measurement suitable for world-wide application, which would be just and equitable as between the individual ships and groups of ships, which would not hamper good design or militate against seaworthiness, and which would take into consideration the economics of the shipping industry generally.

II. INITIAL WORK PROGRAMME OF THE SUB-COMMITTEE

(Adopted by the Sub-Committee at its 1st session in June 1959)

- (a) To determine, after a critical examination of the information obtained from members as to the uses of tonnage measurement and such other criteria as they may submit in relation to any aspect of tonnage measurement, the basic features that a satisfactory universal system of tonnage measurement should embrace, taking particular account of the possible effect of tonnage measurement rules, regulations and practices on the design and construction of efficient ships, on their safety, and on the economics of the shipping industry generally.
- (b) To consider, in the light of the examination referred to above, whether a satisfactory universal system of tonnage measurement might be achieved on the basis of equal consideration of:
  - (i) modification of the existing rules, regulations and practices of tonnage measurement; and
  - (ii) a new system of tonnage measurement, as suggested in the papers submitted by the U.S.S.R., Italian and U.S. delegations, or any other new system.

III. BASIC FEATURES OF A SATISFACTORY UNIVERSAL SYSTEM OF  
TONNAGE MEASUREMENT

(Adopted by the Sub-Committee at its 2nd session in  
December 1961)

General remarks

1. The information at present available indicates the need for:
  - (a) A numerical parameter of a vessel's earning capacity (net tonnage); and
  - (b) A numerical parameter of vessel size (gross tonnage).
2. Having regard to the wide range of the present uses of net and gross tonnages, it is desirable that the net and gross tonnages of a ship measured under any universal system should be as close as possible to the net and gross tonnages of that ship when calculated under the present national rules applying to that ship.
3. Application of any universal system for the measurement of net and gross tonnages should be required only in the case of vessels which engage in international sea-going movements.

Basic Features of a measurement system

4. Having regard to the above general remarks, any satisfactory universal system of tonnage measurement should contain the following features which should serve as the guiding principles:

Features common to measurement of net and gross tonnages

- (a) It should not influence design, and in particular it should not encourage constructional features which detract from safety or efficiency;
- (b) It should avoid dependence upon details of construction;
- (c) It should permit the determination of tonnages in the early design stage of the ship and provide, insofar as possible, for the use of plans for physical measurements;

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- (d) It should be as direct and simple as possible, consistent with the purposes to be served;
- (e) It should not adversely affect the economics of the shipping industry;
- (f) It should embody a concept avoiding needless and objectionable features relative to exemptions in superstructures.

Measurement of net tonnage

- (g) In the case of cargo and passenger vessels, net tonnage, by whatever method ascertained, should reflect the space connected with the carriage of cargo and passengers which, subject to the considerations outlined above, provides a reasonable and consistent index of the vessel's revenue-earning capacity;
- (h) In the case of vessels which carry neither cargo nor passengers, net tonnage should provide an index of the vessel's functional capability; this will require special consideration.

Measurement of gross tonnage

- (i) Gross tonnage, by whatever method ascertained, should be a measure of the total vessel volume which, subject to the considerations outlined above, provides a reasonable and consistent index of vessel size.

IV. TERMS OF REFERENCE OF THE NEW WORKING GROUP  
(Adopted by the Sub-Committee at its 2nd session in December 1961)

1. To consider and develop within the framework of the Sub-Committee's initial work programme, and in the light of the guidance afforded by the basic features that a satisfactory universal system of tonnage measurement should embrace, detailed proposals for:
  - (a) A universal system of tonnage measurement based on a unification of existing systems and their simplification as far as practicable;
  - (b) A universal system of tonnage measurement based on national proposals for new systems.
2. Bearing in mind the statements\* contained in TM II/2 and in the light of the guidance afforded by the basic features, the Working Group should pay particular attention, as a matter of urgency, to the treatment for tonnage measurement purposes of shelter-deck ships, with a view to making detailed recommendations on the matter to the Sub-Committee at an early date.
3. The Working Group should give consideration to the nature and duration of the transitional arrangements which would be necessary before any change could be brought into operation and should indicate, in particular, the status to be granted and the treatment to be accorded to existing and new ships respectively.
4. The Working Group should determine its own procedures and method of work in accordance with the work programme of the Sub-Committee. It should report progress to the Sub-Committee from time to time on specific points.

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\* These consist of Recommendation 17 of the 1960 Safety of Life at Sea Conference, a Resolution adopted by the 1959 Classification Society Conference and a Statement adopted by the Oslo Convention Tonnage Experts at their meeting in June 1961. All of these deal with the question of closing appliances fitted to "open" spaces.

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V. RECOMMENDATION 5 OF THE INTERNATIONAL CONFERENCE ON SAFETY OF LIFE AT SEA, 1960

Recommendation 5: Use of "Gross Tonnage" as a Parameter in Future Conventions

The Conference recommends that a study should be made by Contracting Governments of the question whether in future Conventions the present use of "gross tonnage" as a parameter should be replaced by another parameter which indicates the size of the ship and which will ensure uniformity in the application of the requirements of the Convention by Contracting Governments.

VI. RECOMMENDATION 17 OF THE INTERNATIONAL CONFERENCE ON SAFETY OF LIFE AT SEA, 1960

Recommendation 17: Effect of Tonnage Measurement Regulations on Safety

The Conference, considering that the present treatment of open spaces in sea-going ships may not always secure the highest practicable degree of safety, recommends that the Organization should examine the influence of tonnage measurement regulations on the design of ships in regard to their seaworthiness, safety and fire protection and, in particular, the desirability of:

- (a) dispensing with the closing appliances now prescribed or substituting these by watertight closing appliances; and
- (b) altering the present methods of tonnage measurement to improve the safety of ships.

VII. STATEMENT OF THE OSLO CONVENTION TONNAGE EXPERTS  
(1961, Reykjavik)

The meeting of Tonnage Experts convened at Reykjavik in 1961,

NOTING the recent development in closing appliances that makes the distinction between the open and closed condition of a shelter-deck ship less and less sharp and increases the difficulties in applying the relevant Article 58 of the International Regulations for Tonnage Measurement of Ships and

CONSIDERING the close connexion between the safety of ships and closing appliances,

EXPRESSES as its opinion that it would be desirable to allow in all cases watertight closing appliances to be used on all tonnage openings without prejudice to the spaces exempted under the present Regulations.

The meeting is, however, aware of the fact that this problem is closely connected with the International Load Line Convention, 1930.

VIII. RESOLUTION OF THE 1959 CLASSIFICATION SOCIETY CONFERENCE

On the general question of tonnage and freeboard it is proposed to inform the Administrations that the Classification Societies recommend strongly that the tonnage rules should be altered so that the type of closing appliances fitted to super-structures does not influence the tonnage measurement.

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