



IMO

SUB-COMMITTEE ON STABILITY AND
LOAD LINES AND ON FISHING
VESSELS SAFETY - 36th session
Agenda item 12

OPEN-TOP CONTAINER SHIPS

Interpretation of the 1969 International Convention on
Tonnage Measurement of Ships

Submitted by Germany

1 A working group of tonnage experts discussed at MSC 58 questions of measurement of open-top container ships, a novel type of craft, as well as dock ships and livestock carriers. As far as open-top container ships are concerned, a new interpretation has been settled (TM.5/Circ.3). No solution could be found for the dock ships, because the open-top cargo compartment might be an enclosed space or an excluded one, depending on the construction of the ship or on the interpretation of "other means for securing cargo" - MSC 58/WP.7. Therefore it is necessary to agree on a unified measurement of dock ships and to clarify the question, when open cargo spaces should be considered as enclosed spaces.

2 Dock ships (figure 4) are different from open-top container ships (figure 5). This novel craft includes in its main structural characteristics the absence of an upper deck and hatch covers, but having a dock deck above the moulded draught together with side erections. It might or might not have a stern door. If the open cargo space has hatch covers, the space must be included (figure 3). If the cargo space is fitted with f.i. container guides, which may be considered as "other means for securing cargo", the space must be included, independently of the fact whether hatch covers are available or not. If the cargo space has no container supports and if the high side erections have openings, it might be an excluded space. This would mean that the tonnages of two ships of the same size - for the same service - would depend on whether the open cargo space is fitted with container guides or not, whether hatch covers are available or not, or whether side openings have grilles or not. The former problem concerning open/closed shelter decker would thus rise again.

3 Considering regulation 2(4) - enclosed spaces - paragraph 2:

"No break in a deck, nor any opening in the ship's hull, in a deck or in a covering of a space, or in the partitions or bulkheads of a space, nor the absence of a partition or bulkhead, shall preclude a space from being included in the enclosed space."

We propose to examine whether all cargo spaces on dock ships should basically be included in gross tonnage.

W/6842e

Enclosed spaces	Reg. 2 (4)
Cargo spaces (CC)	Reg. 2 (7)
Spaces open to the sea	Reg. 6 (3)

Fig. 1
(TM5/Circ 1)
Dredger Barge

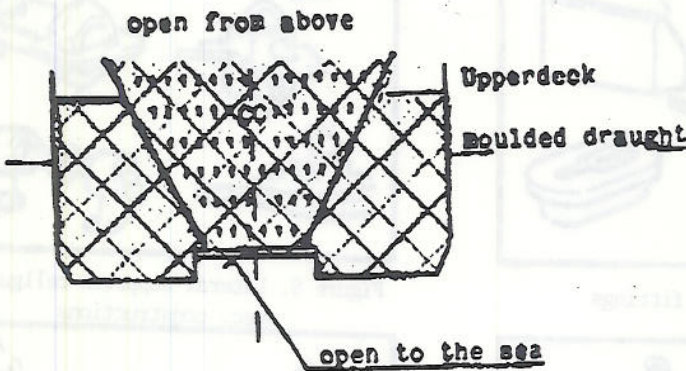


Fig. 2
Decked Prahu

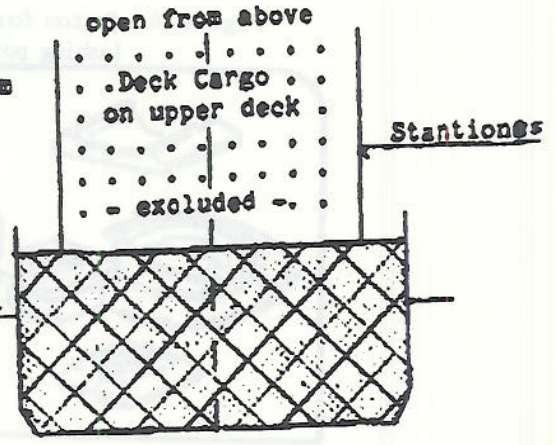


Fig. 3

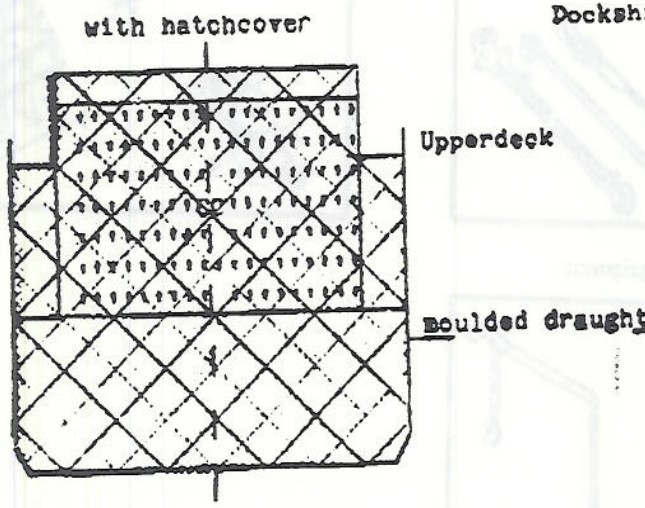


Fig. 4

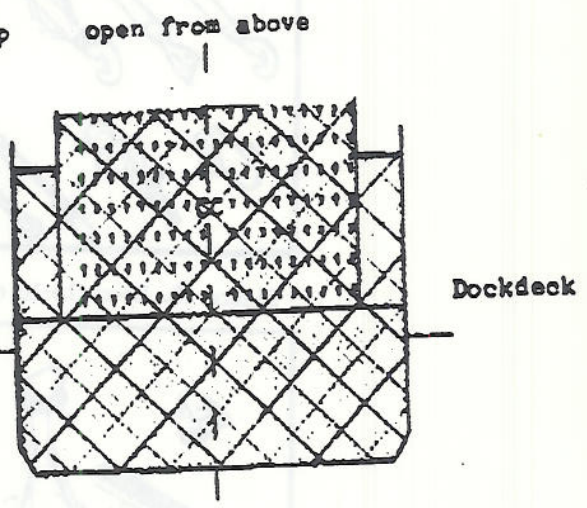
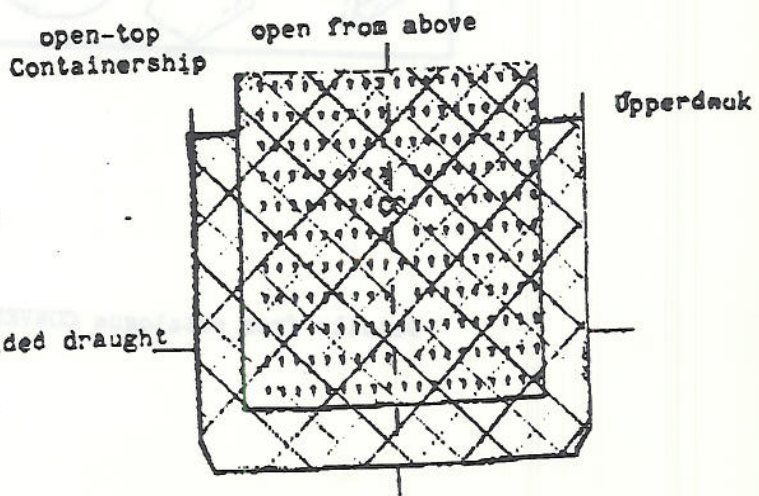




Fig. 5



 CC = V_C included
 enclosed spaces

Means for securing cargo
Details of Lashing Equipment

Figure 6. Bottom foundations and lashing points

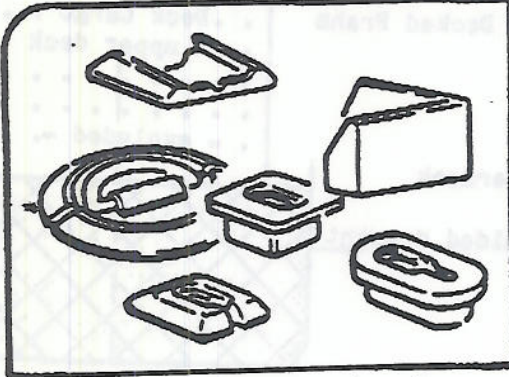


Figure 7. Intermediate & bottom stackers twistlock, bridge fittings

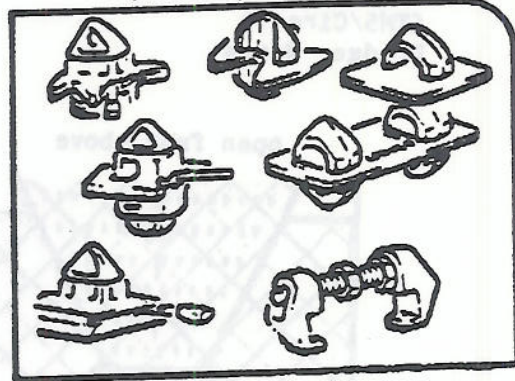


Figure 8. Lashing units & fittings

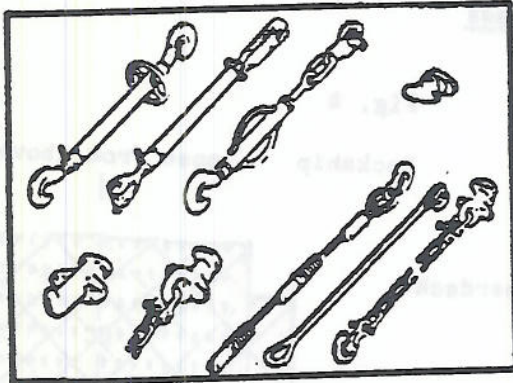


Figure 9. Lateral supports cellguides/spec. constructions

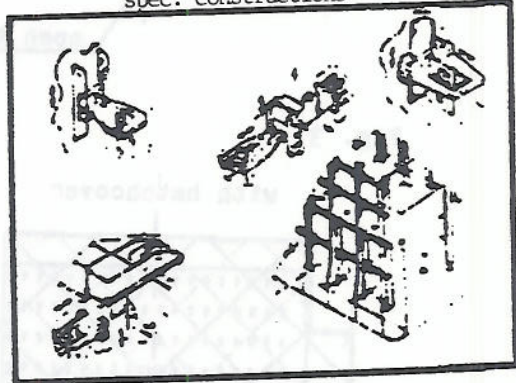


Figure 10. Ro-ro/lo-lo equipment

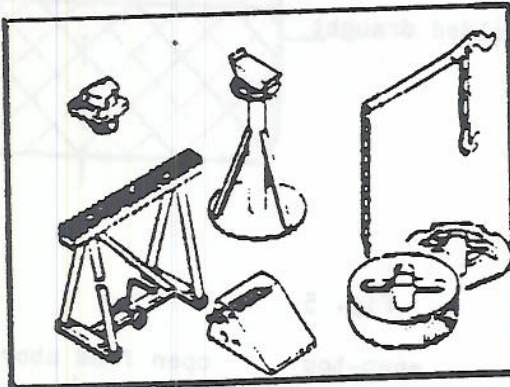


Figure 11

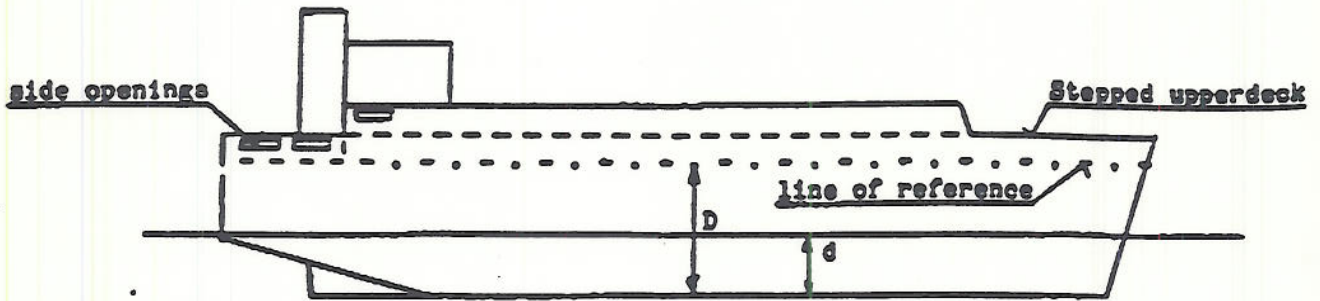


Figure 12

