



SUB-COMMITTEE ON STABILITY AND
LOAD LINES AND ON FISHING
VESSELS SAFETY - 38th session
Agenda item 10

AMENDMENTS TO, AND INTERPRETATION OF, TONNAGE
MEASUREMENTS REQUIREMENTS

Tonnage measurement of existing ships

Submitted by Germany

The International Tonnage Convention 1969 enters fully into force on 18 July 1994. The 12-year "period of grace" will then be over. All ships of Contracting Governments must hold an International Tonnage Certificate (1969).

Referring to MSC/Circ.575, dated 8 July 1992, Germany would like to inform that all ships of the German merchant fleet will be remeasured according to the 1969 Tonnage Convention and will have an International Tonnage Certificate (1969) on board after 17 July 1994. If not possible in some specific cases, the German Tonnage Authority will issue a preliminary Statement of Tonnage only valid for a short period.

After 17 July 1994, Germany will only accept International Tonnage Certificates (1969). Ships without this certificate will be remeasured in German ports according to the following simplified method:

$GT = V_E \times a$, with

$V_E = L \times B \times D$, and

L = length of the upper deck from the fore side of the stem to the aft end of the stern, in metres,

B = moulded breadth, in metres,

D = average depth of the ship, in metres,

$a = f(V_E)$ from 0.625 to 0.2925.

This preliminary gross tonnage (GT) will be valid in German ports as long as an International Tonnage Certificate (1969) is not available.

However, taking into account the United Kingdom submission MSC 62/INF.7, it deems preferable to find an agreed IMO approach on that issue rather than a unilateral action.

The proposal mentioned above is, therefore, open for discussion.

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