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SHIPPING



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International Convention on Tonnage Measurement of Ships, 1969

London, 23 June to 23 December 1969

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*Presented to Parliament
by the Secretary of State for Foreign and Commonwealth Affairs
by Command of Her Majesty
November 1982*

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INTERNATIONAL CONVENTION ON TONNAGE MEASUREMENT OF SHIPS, 1969

The Contracting Governments,

Desiring to establish uniform principles and rules with respect to the determination of tonnage of ships engaged on international voyages;

Considering that this end may best be achieved by the conclusion of a Convention;

Have agreed as follows:—

ARTICLE 1

General Obligation under the Convention

The Contracting Governments undertake to give effect to the provisions of the present Convention and the Annexes hereto which shall constitute an integral part of the present Convention. Every reference to the present Convention constitutes at the same time a reference to the Annexes.

ARTICLE 2

Definitions

For the purpose of the present Convention, unless expressly provided otherwise:

- (1) "Regulations" means the Regulations annexed to the present Convention;
- (2) "Administration" means the Government of the State whose flag the ship is flying;
- (3) "international voyage" means a sea voyage from a country to which the present Convention applies to a port outside such country, or conversely. For this purpose, every territory for the international relations of which a Contracting Government is responsible or for which the United Nations are the administering authority is regarded as a separate country;
- (4) "gross tonnage" means the measure of the overall size of a ship determined in accordance with the provisions of the present Convention;
- (5) "net tonnage" means the measure of the useful capacity of a ship determined in accordance with the provisions of the present Convention;
- (6) "new ship" means a ship the keel of which is laid, or which is at a similar stage of construction, on or after the date of coming into force of the present Convention;
- (7) "existing ship" means a ship which is not a new ship;

- (8) "length" means 96 per cent of the total length on a waterline at 85 per cent of the latest moulded depth measured from the top of the keel, or the length from the fore side of the stem to the axis of the rudder stock on that waterline, if that be greater. In ships designed with a rake of keel the waterline on which this length is measured shall be parallel to the designed waterline;
- (9) "Organization" means the Inter-Governmental Maritime Consultative Organization⁽¹⁾.

ARTICLE 3

Application

(1) The present Convention shall apply to the following ships engaged on international voyages:

- (a) ships registered in countries the Governments of which are Contracting Governments;
- (b) ships registered in territories to which the present Convention is extended under Article 20; and
- (c) unregistered ships flying the flag of a State, the Government of which is a Contracting Government.

(2) The present Convention shall apply to:

- (a) new ships;
- (b) existing ships which undergo alterations or modifications which the Administration deems to be a substantial variation in their existing gross tonnage;
- (c) existing ships if the owner so requests; and
- (d) all existing ships, twelve years after the date on which the Convention comes into force, except that such ships, apart from those mentioned in (b) and (c) of this paragraph, shall retain their then existing tonnages for the purpose of the application to them of relevant requirements under other existing International Conventions.

(3) Existing ships to which the present Convention has been applied in accordance with sub-paragraph (2)(c) of this Article shall not subsequently have their tonnages determined in accordance with the requirements which the Administration applied to ships on international voyages prior to the coming into force of the present Convention.

ARTICLE 4

Exceptions

(1) The present Convention shall not apply to:

- (a) ships of war; and
- (b) ships of less than 24 metres (79 feet) in length.

(1) Now known as the International Maritime Organization.

- (2) Nothing herein shall apply to ships solely navigating:
- (a) the Great Lakes of North America and the River St. Lawrence as far east as a rhumb line drawn from Cap des Rosiers to West Point, Anticosti Island, and, on the north side of Anticosti Island, the meridian of longitude 63°W;
 - (b) the Caspian Sea; or
 - (c) The Plate, Parana and Uruguay Rivers as far east as a rhumb line drawn between Punta Rasa (Cabo San Antonio), Argentina, and Punta del Este, Uruguay.

ARTICLE 5

Force Majeure

(1) A ship which is not subject to the provisions of the present Convention at the time of its departure on any voyage shall not become subject to such provisions on account of any deviation from its intended voyage due to stress of weather or any other cause of *force majeure*.

(2) In applying the provisions of the present Convention, the Contracting Governments shall give due consideration to any deviation or delay caused to any ship owing to stress of weather or any other cause of *force majeure*.

ARTICLE 6

Determination of Tonnages

The determination of gross and net tonnages shall be carried out by the Administration which may, however, entrust such determination either to persons or organizations recognised by it. In every case the Administration concerned shall accept full responsibility for the determination of gross and net tonnages.

ARTICLE 7

Issue of Certificate

(1) An International Tonnage Certificate (1969) shall be issued to every ship, the gross and net tonnages of which have been determined in accordance with the present Convention.

(2) Such certificate shall be issued by the Administration or by any person or organization duly authorized by it. In every case, the Administration shall assume full responsibility for the certificate.

ARTICLE 8

Issue of Certificate by another Government

(1) A Contracting Government may, at the request of another Contracting Government, determine the gross and net tonnages of a ship and issue or authorize the issue of an International Tonnage Certificate (1969) to the ship in accordance with the present Convention.

(2) A copy of the certificate and a copy of the calculations of the tonnages shall be transmitted as early as possible to the requesting Government.

(3) A certificate so issued shall contain a statement to the effect that it has been issued at the request of the Government of the State whose flag the ship is or will be flying and it shall have the same validity and receive the same recognition as a certificate issued under Article 7.

(4) No international Tonnage Certificate (1969) shall be issued to a ship which is flying the flag of a State the Government of which is not a Contracting Government.

ARTICLE 9

Form of Certificate

(1) The certificate shall be drawn up in the official language or languages of the issuing country. If the language used is neither English nor French, the text shall include a translation into one of these languages.

(2) The form of the certificate shall correspond to that of the model given in Annex II.

ARTICLE 10

Cancellation of Certificate

(1) Subject to any exceptions provided in the Regulations, an International Tonnage Certificate (1969) shall cease to be valid and shall be cancelled by the Administration if alterations have taken place in the arrangement, construction, capacity, use of spaces, total number of passengers the ship is permitted to carry as indicated in the ship's passenger certificate, assigned load line or permitted draught of the ship, such as would necessitate an increase in gross tonnage or net tonnage.

(2) A certificate issued to a ship by an Administration shall cease to be valid upon transfer of such a ship to the flag of another State, except as provided in paragraph (3) of this Article.

(3) Upon transfer of a ship to the flag of another State the Government of which is a Contracting Government, the International Tonnage Certificate (1969) shall remain in force for a period not exceeding three months, or until the Administration issues another International Tonnage Certificate (1969) to replace it, whichever is the earlier. The Contracting Government of the State whose flag the ship was flying hitherto shall transmit to the Administration as soon as possible after the transfer takes place a copy of the certificate carried by the ship at the time of transfer and a copy of the relevant tonnage calculations.

ARTICLE 11

Acceptance of Certificate

The certificate issued under the authority of a Contracting Government in accordance with the present Convention shall be accepted by the other Contracting Governments and regarded for all purposes covered by the present Convention as having the same validity as certificates issued by them.

ARTICLE 12

Inspection

(1) A ship flying the flag of a State the Government of which is a Contracting Government shall be subject, when in the ports of other Contracting Governments, to inspection by officers duly authorized by such Governments. Such inspection shall be limited to the purpose of verifying:

- (a) that the ship is provided with a valid International Tonnage Certificate (1969); and
- (b) that the main characteristics of the ship correspond to the data given in the certificate.

(2) In no case shall the exercise of such inspection cause any delay to the ship.

(3) Should the inspection reveal that the main characteristics of the ship differ from those entered on the International Tonnage Certificate (1969) so as to lead to an increase in the gross tonnage or the net tonnage, the Government of the State whose flag the ship is flying shall be informed without delay.

ARTICLE 13

Privileges

The privileges of the present Convention may not be claimed in favour of any ship unless it holds a valid certificate under the Convention.

ARTICLE 14

Prior Treaties, Conventions and Arrangements

(1) All other treaties, conventions and arrangements relating to tonnage matters at present in force between Governments Parties to the present Convention shall continue to have full and complete effect during the terms thereof as regards:

- (a) ships to which the present Convention does not apply; and
- (b) ships to which the present Convention applies, in respect of matters for which it has not expressly provided.

(2) To the extent, however, that such treaties, conventions or arrangements conflict with the provisions of the present Convention, the provisions of the present Convention shall prevail.

ARTICLE 15

Communication of Information

The Contracting Governments undertake to communicate to and deposit with the Organization:

- (a) a sufficient number of specimens of their certificates issued under the provisions of the present Convention for circulation to the Contracting Governments;

- (b) the text of the laws, orders, decrees, regulations and other instruments which shall have been promulgated on the various matters within the scope of the present Convention; and
- (c) a list of non-governmental agencies which are authorized to act in their behalf in matters relating to tonnages for circulation to the Contracting Governments.

ARTICLE 16

Signature, Acceptance and Accession

(1) The present Convention shall remain open for signature for six months from 23 June 1969, and shall thereafter remain open for accession. Governments of States Members of the United Nations, or of any of the Specialized Agencies, or of the International Atomic Energy Agency, or parties to the Statute of the International Court of Justice may become Parties to the Convention by:

- (a) signature without reservation as to acceptance;
- (b) signature subject to acceptance followed by acceptance, or
- (c) accession.

(2) Acceptance or accession shall be effected by the deposit of an instrument of acceptance or accession with the Organization. The Organization shall inform all Governments which have signed the present Convention or acceded to it of each new acceptance or accession and of the date of its deposit. The Organization shall also inform all Governments which have already signed the Convention of any signature effected during the six months from 23 June 1969.

ARTICLE 17

Coming into Force

(1) The present Convention shall come into force⁽²⁾ twenty-four months after the date on which not less than twenty-five Governments of States the combined merchant fleets of which constitute not less than sixty-five per cent of the gross tonnage of the world's merchant shipping have signed without reservation as to acceptance or deposited instruments of acceptance or accession in accordance with Article 16. The Organization shall inform all Governments which have signed or acceded to the present Convention of the date on which it comes into force.

(2) For Governments which have deposited an instrument of acceptance of or accession to the present Convention during the twenty-four months mentioned in paragraph (1) of this Article, the acceptance or accession shall take effect on the coming into force of the present Convention or three months after the date of deposit of the instrument of acceptance or accession, whichever is the later date.

(3) For Governments which have deposited an instrument of acceptance of or accession to the present Convention after the date on which it comes into force, the Convention shall come into force three months after the date of the deposit of such instrument.

(2) The Convention entered into force on 18 July 1982.

(4) After the date on which all the measures required to bring an amendment to the present Convention into force have been completed, or all necessary acceptances are deemed to have been given under sub-paragraph (b) of paragraph (2) of Article 18 in case of amendment by unanimous acceptance, any instrument of acceptance or accession deposited shall be deemed to apply to the Convention as amended.

ARTICLE 18

Amendments

(1) The present Convention may be amended upon the proposal of a Contracting Government by any of the procedures specified in this Article.

(2) Amendment by unanimous acceptance:

(a) Upon the request of a Contracting Government, any amendment proposed by it to the present Convention shall be communicated by the Organization to all Contracting Governments for consideration with a view to unanimous acceptance.

(b) Any such amendment shall enter into force twelve months after the date of its acceptance by all Contracting Governments unless an earlier date is agreed upon. A Contracting Government which does not communicate its acceptance or rejection of the amendment to the Organization within twenty-four months of its first communication by the latter shall be deemed to have accepted the amendment.

(3) Amendment after consideration in the Organization:

(a) Upon the request of a Contracting Government, any amendment proposed by it to the present Convention will be considered in the Organization. If adopted by a majority of two-thirds of those present and voting in the Maritime Safety Committee of the Organization, such amendment shall be communicated to all Members of the Organization and all Contracting Governments at least six months prior to its consideration by the Assembly of the Organization.

(b) If adopted by a two-thirds majority of those present and voting in the Assembly, the amendment shall be communicated by the Organization to all Contracting Governments for their acceptance.

(c) Such amendment shall come into force twelve months after the date on which it is accepted by two-thirds of the Contracting Governments. The amendment shall come into force with respect to all Contracting Governments except those which, before it comes into force, make a declaration that they do not accept the amendment.

(d) The Assembly, by a two-thirds majority of those present and voting, including two-thirds of the Governments represented on the Maritime Safety Committee and present and voting in the Assembly, may propose a determination at the time of its adoption that an amendment is of such an important nature that any Contracting Government which makes a declaration under sub-paragraph (c) of this paragraph and which does not accept the amendment within

a period of twelve months after it comes into force, shall cease to be a party to the present Convention upon the expiry of that period. This determination shall be subject to the prior acceptance of two-thirds of the Contracting Governments.

(e) Nothing in this paragraph shall prevent the Contracting Government which first proposed action under this paragraph on an amendment to the present Convention from taking at any time such alternative action as it deems desirable in accordance with paragraphs (2) or (4) of this Article.

(4) Amendment by a conference :

(a) Upon the request of a Contracting Government, concurred in by at least one-third of the Contracting Governments, a conference of Governments will be convened by the Organization to consider amendments to the present Convention.

(b) Every amendment adopted by such a conference by a two-thirds majority of those present and voting of the Contracting Governments shall be communicated by the Organization to all Contracting Governments for their acceptance.

(c) Such amendment shall come into force twelve months after the date on which it is accepted by two-thirds of the Contracting Governments. The amendment shall come into force with respect to all Contracting Governments except those which, before it comes into force, make a declaration that they do not accept the amendment.

(d) By a two-thirds majority of those present and voting, a conference convened under sub-paragraph (a) of this paragraph may determine at the time of its adoption that an amendment is of such an important nature that any Contracting Government which makes a declaration under sub-paragraph (c) of this paragraph, and which does not accept the amendment within a period of twelve months after it comes into force, shall cease to be a Party to the present Convention upon the expiry of that period.

(5) The Organization shall inform all Contracting Governments of any amendments which may come into force under this Article, together with the date on which each such amendment will come into force.

(6) Any acceptance or declaration under this Article shall be made by the deposit of an instrument with the Organization which shall notify all Contracting Governments of the receipt of the acceptance or declaration.

ARTICLE 19

Denunciation

(1) The present Convention may be denounced by any Contracting Government at any time after the expiry of five years from the date on which the Convention comes into force for that Government.

(2) Denunciation shall be effected by the deposit of an instrument with the Organization which shall inform all the other Contracting Governments of any such denunciation received and of the date of its receipt.

(3) A denunciation shall take effect one year, or such longer period as may be specified in the instrument of denunciation, after its receipt by the Organization.

ARTICLE 20

Territories

- (1) (a) The United Nations, in cases where they are the administering authority for a territory, or any Contracting Government responsible for the international relations of a territory, shall as soon as possible consult with such territory or take such measures as may be appropriate in an endeavour to extend the present Convention to that territory and may at any time by notification in writing to the Organization declare that the present Convention shall extend to such territory.
- (b) The present Convention shall, from the date of receipt of the notification or from such other date as may be specified in the notification, extend to the territory named therein.
- (2) (a) The United Nations, or any Contracting Government which has made a declaration under sub-paragraph (a) of paragraph (1) of this Article at any time after the expiry of a period of five years from the date on which the Convention has been so extended to any territory, may by notification in writing to the Organization declare that the present Convention shall cease to extend to any such territory named in the notification.
- (b) The present Convention shall cease to extend to any territory mentioned in such notification one year, or such longer period as may be specified therein, after the date of receipt of the notification by the Organization.

(3) The Organization shall inform all the Contracting Governments of the extension of the present Convention to any territories under paragraph (1) of this Article, and of the termination of any such extension under the provisions of paragraph (2) stating in each case the date from which the present Convention has been or will cease to be so extended.

ARTICLE 21

Deposit and Registration

- (1) The present Convention shall be deposited with the Organization and the Secretary-General of the Organization shall transmit certified true copies thereof to all Signatory Governments and to all Governments which accede to the present Convention.
- (2) As soon as the present Convention comes into force, the text shall be transmitted by the Secretary-General of the Organization to the Secretariat of the United Nations for registration and publication, in accordance with Article 102 of the Charter of the United Nations.

ARTICLE 22

Languages

The present Convention is established in a single copy in the English and French languages, both texts being equally authentic. Official translations in the Russian and Spanish languages shall be prepared and deposited with the signed original.

IN WITNESS WHEREOF the undersigned being duly authorized by their respective Governments for that purpose have signed the present Convention.

DONE at London this twenty-third day of June 1969.

[For signatures, acceptances, approvals and ratifications see pages 25-29]

ANNEX I

REGULATIONS FOR DETERMINING GROSS AND NET TONNAGES OF SHIPS

Regulation 1

General

- (1) The tonnage of a ship shall consist of gross tonnage and net tonnage
- (2) The gross tonnage and the net tonnage shall be determined in accordance with the provisions of these Regulations.
- (3) The gross tonnage and the net tonnage of novel types of craft whose constructional features are such as to render the application of the provisions of the Regulations unreasonable or impracticable shall be as determined by the Administration. Where tonnage is so determined, the Administration shall communicate to the Organization details of the method used for that purpose, for circulation to the Contracting Governments for their information.

Regulation 2

Definitions of Terms used in the Annexes

(1) *Upper Deck*

The upper deck is the uppermost complete deck exposed to weather and sea, which has permanent means of weathertight closing of all openings in the weather part thereof, and below which all openings in the sides of the ship are fitted with permanent means of watertight closing. In a ship having a stepped upper deck, the lowest line of the exposed deck and the continuation of that line parallel to the upper part of the deck is taken as the upper deck.

(2) *Moulded Depth*

- (a) The moulded depth is the vertical distance measured from the top of the keel to the underside of the upper deck at side. In wood and composite ships the distance is measured from the lower edge of the keel rabbet. Where the form at the lower part of the midship section is of a hollow character, or where thick garboards are fitted, the distance is measured from the point where the line of the flat of the bottom continued inwards cuts the side of the keel.
- (b) In ships having rounded gunwales, the moulded depth shall be measured to the point of intersection of the moulded lines of the deck and side shell plating, the lines extending as though the gunwales were of angular design.
- (c) Where the upper deck is stepped and the raised part of the deck extends over the point at which the moulded depth is to be determined, the moulded depth shall be measured to a line of reference extending from the lower part of the deck along a line parallel with the raised part.

(3) *Breadth*

The breadth is the maximum breadth of the ship, measured amidships to the moulded line of the frame in a ship with a metal shell and to the outer surface of the hull in a ship with a shell of any other material.

(4) *Enclosed Spaces*

Enclosed spaces are all those spaces which are bounded by the ship's hull, by fixed or portable partitions or bulkheads, by decks or coverings other than permanent or movable awnings. 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.

(5) *Excluded Spaces*

Notwithstanding the provisions of paragraph (4) of this Regulation, the spaces referred to in the sub-paragraphs (a) to (e) inclusive of this paragraph shall be called excluded spaces and shall not be included in the volume of enclosed spaces, except that any such space which fulfils at least one of the following three conditions shall be treated as an enclosed space:

- the space is fitted with shelves or other means for securing cargo or stores;
- the openings are fitted with any means of closure;
- the construction provides any possibility of such openings being closed;

(a) (i) A space within an erection opposite an end opening extending from deck to deck except for a curtain plate of a depth not exceeding by more than 25 millimetres (one inch) the depth of the adjoining deck beams, such opening having a breadth equal to or greater than 90 per cent of the breadth of the deck at the line of the opening of the space. This provision shall be applied so as to exclude from the enclosed spaces only the space between the actual end opening and a line drawn parallel to the line or face of the opening at a distance from the opening equal to one half of the width of the deck at the line of the opening (Figure 1 in Appendix 1).

(a) (ii) Should the width of the space because of any arrangement except by convergence of the outside plating, become less than 90 per cent of the breadth of the deck, only the space between the line of the opening and a parallel line drawn through the point where the athwartships width of the space becomes equal to, or less than, 90 per cent of the breadth of the deck shall be excluded from the volume of enclosed spaces (Figures 2, 3 and 4 in Appendix 1).

(a) (iii) Where an interval which is completely open except for bulwarks or open rails separates any two spaces, the exclusion of one or both of which is permitted under sub-paragraphs (a)(i) and/or (a)(ii), such exclusion shall not apply if the separation between the two spaces is less than the least half breadth of the deck in way of the separation (Figures 5 and 6 in Appendix 1).

- (b) A space under an overhead deck covering open to the sea and weather, having no other connexion on the exposed sides with the body of the ship than the stanchions necessary for its support. In such a space, open rails or a bulwark and curtain plate may be fitted or stanchions fitted at the ship's side, provided that the distance between the top of the rails or the bulwark and the curtain plate is not less than 0.75 metres (2.5 feet) or one-third of the height of the space, whichever is the greater (Figure 7 in Appendix 1).
- (c) A space in a side-to-side erection directly in way of opposite side openings not less in height than 0.75 metres (2.5 feet) or one-third of the height of the erection, whichever is the greater. If the opening in such an erection is provided on one side only, the space to be excluded from the volume of enclosed spaces shall be limited inboard from the opening to a maximum of one-half of the breadth of the deck in way of the opening (Figure 8 in Appendix 1).
- (d) A space in an erection immediately below an uncovered opening in the deck overhead, provided that such an opening is exposed to the weather and the space excluded from enclosed spaces is limited to the area of the opening (Figure 9 in Appendix 1).
- (e) A recess in the boundary bulkhead of an erection which is exposed to the weather and the opening of which extends from deck to deck without means of closing, provided that the interior width is not greater than the width at the entrance and its extension into the erection is not greater than twice the width of its entrance (Figure 10 in Appendix 1).

(6) *Passenger*

A passenger is every person other than :

- (a) the master and the members of the crew or other persons employed or engaged in any capacity on board a ship on the business of that ship; and
- (b) a child under one year of age.

(7) *Cargo Spaces*

Cargo spaces to be included in the computation of net tonnage are enclosed spaces appropriated for the transport of cargo which is to be discharged from the ship, provided that such spaces have been included in the computation of gross tonnage. Such cargo spaces shall be certified by permanent marking with the letters CC (cargo compartment) to be so positioned that they are readily visible and not to be less than 100 millimetres (4 inches) in height.

(8) *Weathertight*

Weathertight means that in any sea conditions water will not penetrate into a ship.

Regulation 3

Gross Tonnage

The gross tonnage (GT) of a ship shall be determined by the following formula:

$$GT = K_1 V$$

where: V = Total volume of all enclosed spaces of the ship in cubic metres,

$$K_1 = 0.2 + 0.02 \log_{10} V \text{ (or as tabulated in Appendix 2).}$$

Regulation 4

Net Tonnage

(1) The net tonnage (NT) of a ship shall be determined by the following formula:

$$NT = K_2 V_c \left(\frac{4d}{3D} \right)^2 + K_3 \left(N_1 + \frac{N_2}{10} \right),$$

in which formula:

(a) the factor $\left(\frac{4d}{3D} \right)^2$ shall not be taken as greater than unity;

(b) the term $K_2 V_c \left(\frac{4d}{3D} \right)^2$ shall not be taken as less than 0.25 GT; and

(c) NT shall not be taken as less than 0.30 GT, and in which:

V_c = total volume of cargo spaces in cubic metres,

$K_2 = 0.2 + 0.02 \log_{10} V_c$ (or as tabulated in Appendix 2),

$$K_3 = 1.25 \frac{GT + 10,000}{10,000},$$

D = moulded depth amidships in metres as defined in Regulation 2(2),

d = moulded draught amidships in metres as defined in paragraph (2) of this Regulation,

N_1 = number of passengers in cabins with not more than 8 berths,

N_2 = number of other passengers,

$N_1 + N_2$ = total number of passengers the ship is permitted to carry as indicated in the ship's passenger certificate; when $N_1 + N_2$ is less than 13, N_1 and N_2 shall be taken as zero,

GT = gross tonnage of the ship as determined in accordance with the provisions of Regulation 3.

(2) The moulded draught (*d*) referred to in paragraph (1) of this Regulation shall be one of the following draughts:

- (a) for ships to which the International Convention on Load Lines⁽³⁾ in force applies, the draught corresponding to the Summer Load Line (other than timber load lines) assigned in accordance with that Convention;
- (b) for passenger ships, the draught corresponding to the deepest subdivision load line assigned in accordance with the International Convention for the Safety of Life at Sea⁽⁴⁾ in force or other international agreement where applicable;
- (c) for ships to which the International Convention on Load Lines does not apply but which have been assigned a load line in compliance with national requirements, the draught corresponding to the summer load line so assigned;
- (d) for ships to which no load line has been assigned but the draught of which is restricted in compliance with national requirements, the maximum permitted draught;
- i. (e) for other ships, 75 per cent of the moulded depth amidships as defined in Regulation 2(2).

Regulation 5

Change of Net Tonnage

(1) When the characteristics of a ship, such as V , V_c , d , N_1 or N_2 as defined in Regulations 3 and 4, are altered and where such an alteration results in an increase in its net tonnage as determined in accordance with the provisions of Regulation 4, the net tonnage of the ship corresponding to the new characteristics shall be determined and shall be applied without delay.

(2) A ship to which load lines referred to in sub-paragraphs (2)(a) and (2)(b) of Regulation 4 are concurrently assigned shall be given one net tonnage as determined in accordance with the provisions of Regulation 4 and that tonnage shall be the tonnage applicable to the appropriate assigned load line for the trade in which the ship is engaged.

(3) When the characteristics of a ship such as V , V_c , d , N_1 or N_2 as defined in Regulations 3 and 4 are altered or when the appropriate assigned load line referred to in paragraph (2) of this Regulation is altered due to the change of the trade in which the ship is engaged, and where such an alteration results in a decrease in its net tonnage as determined in accordance with the provisions of Regulation 4, a new International Tonnage Certificate (1969) incorporating the net tonnage so determined shall not be issued until twelve months have elapsed from the date on which the current Certificate was issued; provided that this requirement shall not apply:

- (a) if the ship is transferred to the flag of another State, or
- (b) if the ship undergoes alterations or modifications which are deemed by the Administration to be of a major character, such as the removal

⁽³⁾ Treaty Series No. 58 (1968), Cmnd. 3708.

⁽⁴⁾ Treaty Series No. 46 (1980), Cmnd. 7874 as amended by IMO Publication ISBN 92-801-1130-2.

of a superstructure which requires an alteration of the assigned load line, or

- (c) to passenger ships which are employed in the carriage of large numbers of unberthed passengers in special trades, such, for example, as the pilgrim trade.

Regulation 6

Calculation of Volumes

(1) All volumes included in the calculation of gross and net tonnages shall be measured, irrespective of the fitting of insulation or the like, to the inner side of the shell or structural boundary plating in ships constructed of metal, and to the outer surface of the shell or to the inner side of structural boundary surface in ships constructed of any other material.

(2) Volumes of appendages shall be included in the total volume.

(3) Volumes of spaces open to the sea may be excluded from the total volume.

Regulation 7

Measurement and Calculation

(1) All measurement used in the calculation of volumes shall be taken to the nearest centimetre or one-twentieth of a foot.

(2) The volumes shall be calculated by generally accepted methods for the space concerned and with an accuracy acceptable to the Administration.

(3) The calculation shall be sufficiently detailed to permit easy checking.

APPENDIX 1

FIGURES REFERRED TO IN REGULATION 2(5).

IN THE FOLLOWING FIGURES: O = EXCLUDED SPACE.

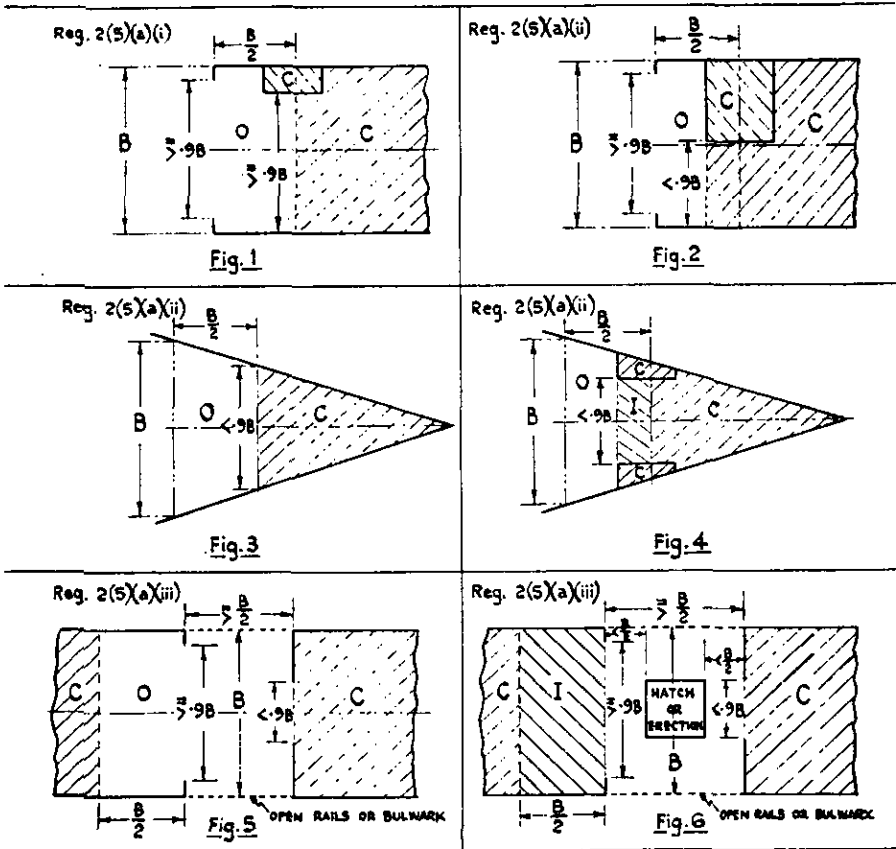
C = ENCLOSED SPACE.

I = SPACE TO BE CONSIDERED AS AN ENCLOSED SPACE.

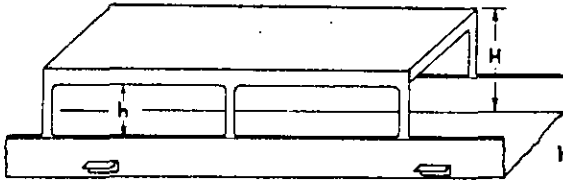
MATCHED IN PARTS TO BE INCLUDED AS ENCLOSED SPACES.

B = BREADTH OF THE DECK IN WAY OF THE OPENING.

IN SHIPS WITH ROUNDED GUNWALES THE BREADTH IS MEASURED AS INDICATED IN FIGURE 11



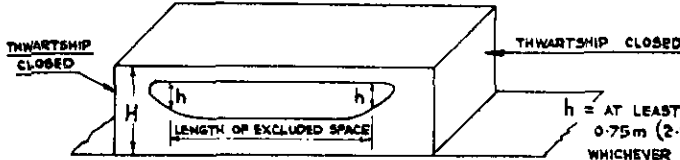
Reg. 2(S)(b)



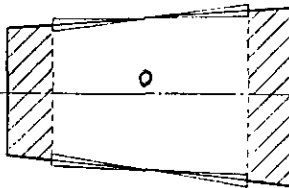
$h = \text{AT LEAST } \frac{H}{3} \text{ OR } 0.75 \text{ m (2.5 FEET)}$
WHICHEVER IS THE GREATER.

Fig. 7

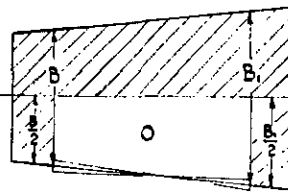
Reg. 2(S)(c)



$h = \text{AT LEAST } \frac{H}{3} \text{ OR } 0.75 \text{ m (2.5 FEET)}$
WHICHEVER IS THE GREATER.



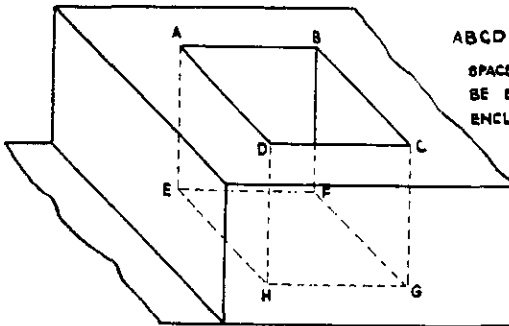
OPPOSITE SIDE OPENINGS



OPENING ON ONE SIDE ONLY

Fig. 8

Reg. 2(S)(d)



ABCD = OPENING IN THE DECK.
SPACE ABCDEFGH SHALL
BE EXCLUDED FROM
ENCLOSED SPACE.

Fig. 9

Reg. 2(S)(e)

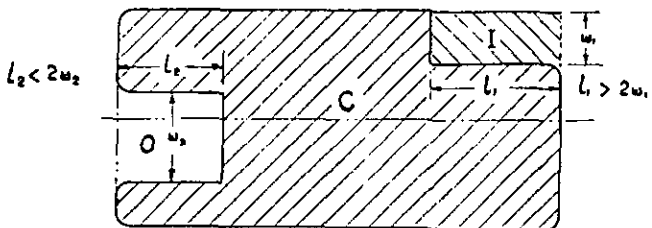


Fig. 10

SHIPS WITH ROUNDED GUNWALES

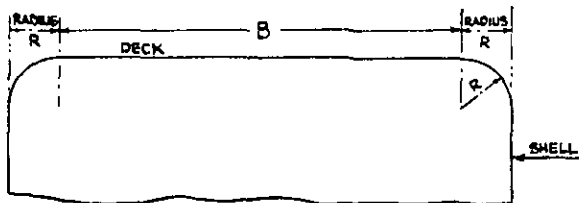


Fig. 11

APPENDIX 2

COEFFICIENTS K_1 AND K_2 REFERRED TO IN
REGULATIONS 3 AND 4 (1)

V or V_c = Volume in cubic metres

V or V_c	K_1 or K_2	V or V_c	K_1 or K_2	V or V_c	K_1 or K_2	V or V_c	K_1 or K_2
10	0.2200	45,000	0.2931	330,000	0.3104	670,000	0.3165
20	0.2260	50,000	0.2940	340,000	0.3106	680,000	0.3166
30	0.2295	55,000	0.2948	350,000	0.3109	690,000	0.3168
40	0.2320	60,000	0.2956	360,000	0.3111	700,000	0.3169
50	0.2340	65,000	0.2963	370,000	0.3114	710,000	0.3170
60	0.2356	70,000	0.2969	380,000	0.3116	720,000	0.3171
70	0.2369	75,000	0.2975	390,000	0.3118	730,000	0.3173
80	0.2381	80,000	0.2981	400,000	0.3120	740,000	0.3174
90	0.2391	85,000	0.2986	410,000	0.3123	750,000	0.3175
100	0.2400	90,000	0.2991	420,000	0.3125	760,000	0.3176
200	0.2460	95,000	0.2996	430,000	0.3127	770,000	0.3177
300	0.2495	100,000	0.3000	440,000	0.3129	780,000	0.3178
400	0.2520	110,000	0.3008	450,000	0.3131	790,000	0.3180
500	0.2540	120,000	0.3016	460,000	0.3133	800,000	0.3181
600	0.2556	130,000	0.3023	470,000	0.3134	810,000	0.3182
700	0.2569	140,000	0.3029	480,000	0.3136	820,000	0.3183
800	0.2581	150,000	0.3035	490,000	0.3138	830,000	0.3184
900	0.2591	160,000	0.3041	500,000	0.3140	840,000	0.3185
1,000	0.2600	170,000	0.3046	510,000	0.3142	850,000	0.3186
2,000	0.2660	180,000	0.3051	520,000	0.3143	860,000	0.3187
3,000	0.2695	190,000	0.3056	530,000	0.3145	870,000	0.3188
4,000	0.2720	200,000	0.3060	540,000	0.3146	880,000	0.3189
5,000	0.2740	210,000	0.3064	550,000	0.3148	890,000	0.3190
6,000	0.2756	220,000	0.3068	560,000	0.3150	900,000	0.3191
7,000	0.2769	230,000	0.3072	570,000	0.3151	910,000	0.3192
8,000	0.2781	240,000	0.3076	580,000	0.3153	920,000	0.3193
9,000	0.2791	250,000	0.3080	590,000	0.3154	930,000	0.3194
10,000	0.2800	260,000	0.3083	600,000	0.3156	940,000	0.3195
15,000	0.2835	270,000	0.3086	610,000	0.3157	950,000	0.3196
20,000	0.2860	280,000	0.3089	620,000	0.3158	960,000	0.3196
25,000	0.2880	290,000	0.3092	630,000	0.3160	970,000	0.3197
30,000	0.2895	300,000	0.3095	640,000	0.3161	980,000	0.3198
35,000	0.2909	310,000	0.3098	650,000	0.3163	990,000	0.3199
40,000	0.2920	320,000	0.3101	660,000	0.3164	1,000,000	0.3200

Coefficients K_1 or K_2 at intermediate values of V or V_c shall be obtained by linear interpolation.

**ANNEX II
CERTIFICATE**

International Tonnage Certificate (1969)

(Official seal)

Issued under the provisions of the International Convention on Tonnage Measurement of Ships, 1969, under the authority of the Government of.....

.....
(full official designation of country)

for which the Convention came into force on.....19.....

by.....
(full official designation of the competent person or organization recognized under the provisions of the International Convention on Tonnage Measurement of Ships, 1969.)

Name of Ship	Distinctive Number or Letters	Port of Registry	*Date

*Date on which the keel was laid or the ship was at a similar stage of construction (Article 2(6)), or date on which the ship underwent alterations or modifications of a major character (Article 3(2)(b)), as appropriate.

MAIN DIMENSIONS

Length (Article 2(8))	Breadth (Regulation 2(3))	Moulded Depth amidships to Upper Deck (Regulation 2(2))

THE TONNAGES OF THE SHIP ARE:

Gross Tonnage.....

Net Tonnage.....

This is to certify that the tonnages of this ship have been determined in accordance with the provisions of the International Convention on Tonnage Measurement of Ships, 1969.

Issued at.....19.....
(place of issue of certificate) (date of issue)

.....
(signature of official issuing the certificate)
and/or
(seal of issuing authority)

If signed, the following paragraph is to be added:

The undersigned declares that he is duly authorized by the said Government to issue this certificate.

.....
(Signature)

SPACES INCLUDED IN TONNAGE

GROSS TONNAGE			NET TONNAGE		
Name of Space	Location	Length	Name of Space	Location	Length
Underdeck	---	—			
			NUMBER OF PASSENGERS (Regulation 4(1)) Number of passengers in cabins with not more than 8 berths..... Number of other passengers.....		
EXCLUDED SPACES (Regulation 2(5)) An asterisk (*) should be added to those spaces listed above which com- prise both enclosed and excluded spaces.			MOULDED DRAUGHT (Regulation 4(2))		
Date and place of original measurement.....					
Date and place of last previous measurement.....					
REMARKS					

SIGNATURES, ACCEPTANCES, APPROVALS AND RATIFICATIONS

<i>State</i>	<i>Date of Signature</i>	<i>Date of deposit of Acceptance (AC) Approval (AP) or Ratification (R)</i>	
Argentina***	23 June 1969	24 Jan. 1979 (AC)	
Belgium**		2 June 1975 (AP)	
Brazil*		30 Nov. 1970 (AC)	
Bulgaria***			
Canada*			
China, Republic of****			
Denmark*		22 Sept. 1982	
Finland*		6 Feb. 1973 (AC)	
France**†		22 Dec. 1969	31 Oct. 1980 (AC)
Germany, Federal Republic of*			7 May 1975 (AC)¶
Ghana*	23 June 1969	13 Dec. 1973 (AC)	
Greece*			
Iceland*		17 June 1970 (AC)	
Indonesia*			
Ireland, Republic of*			
Israel*†		13 Feb. 1975 (AC)	
Italy*		10 Sept. 1974 (AC)	
Japan*		10 Dec. 1969	17 July 1980 (AC)
Korea, Republic of*			18 Jan. 1980 (AC)
Kuwait*		23 June 1969	
Liberia*		25 Sept. 1972 (AC)	
Malagasy Republic*†	3 Nov. 1969		
Mexico City§	23 Sept. 1969	14 July 1972	
Netherlands*	18 Dec. 1969	16 June 1981 (AC)	
Norway*	23 June 1969	26 Aug. 1971 (AC)	
Pakistan*			
Philippines*		6 Sept. 1978 (AC)	
Poland*		27 July 1976 (AC)	
Portugal*			
Spain*		12 Dec. 1969	6 Nov. 1972 (AC)
Sweden*		23 Dec. 1969	11 May 1979 (R)
Switzerland***			21 June 1977 (R)
United Arab Republic***†			
Union of Soviet Socialist Republics*†			20 Nov. 1969 (AC)
United Kingdom*	23 June 1969	8 Jan. 1971 (AC)	
United States of America*			
Venezuela*			
Yugoslavia**		29 Apr. 1971 (AP)	

* Subject to acceptance.

** Subject to approval.

*** Subject to ratification.

**** Signed on behalf of the Republic of China subject to acceptance on 23 June 1969.

§ ad referendum.

† Now known as Madagascar.

‡ For reservations, declarations and statements see pages 25-29.

¶ Includes Berlin (West).

ACCESSIONS

<i>State</i>	<i>Date</i>
Algeria	4 Oct. 1976
Australia	21 May 1982
Austria	7 Oct. 1975
Bahamas	22 July 1976
Bangladesh	6 Nov. 1981
China, People's Republic of ‡	8 Apr. 1980
Colombia	16 June 1976
Czechoslovakia ‡	10 Apr. 1974
Fiji	29 Nov. 1972
German Democratic Republic ‡	15 May 1975
Guinea	19 Jan. 1981
Hungary ‡	23 May 1975
India	26 May 1977
Iran	28 Dec. 1973
Iraq	29 Aug. 1972
Monaco	19 Jan. 1971
New Zealand ¶	6 Jan. 1978
Panama	9 Mar. 1978
Peru	16 July 1982
Romania ‡	21 May 1976
Saudi Arabia	20 Jan. 1975
Syrian Arab Republic ‡	6 Feb. 1975
Tonga	12 Apr. 1977
Trinidad and Tobago	15 Feb. 1979
Turkey	16 May 1980
Yemen Arab Republic	6 Mar. 1979

TERRITORIAL EXTENSIONS

<i>Territory</i>	<i>Date of extension</i>	<i>Effective date</i>
Hong Kong	16 Jan. 1981	18 July 1982
Netherlands Antilles	16 June 1981	18 July 1982

‡ For reservations, declarations and statements see pages 27-29.

¶ Excludes Cook Islands, Niue and Tokelau.

RESERVATIONS, DECLARATIONS AND STATEMENTS

CHINA, PEOPLE'S REPUBLIC OF

The instrument of accession of the Government of the People's Republic of China contains the following declaration:

(Translation)

The Government of the People's Republic of China wish to declare illegal and null and void the signing of the Convention by the Authorities in Taiwan in the name of China.

CZECHOSLOVAKIA

The instrument of accession of the Government of the Czechoslovak Socialist Republic was accompanied by the following declaration (in the English language):

"Acceding to the International Convention on Tonnage Measurement of Ships, the Government of the Czechoslovak Socialist Republic wishes to declare that Article 16 of the Convention is at variance with the generally recognized principle of sovereign equality of States and Article 20 with the Declaration on the Granting of Independence to Colonial Countries and Peoples, adopted at the XVth session of the United Nations General Assembly on 14 December 1960."

FRANCE

The instrument of acceptance of the Government of the French Republic contained the following reservation:

(Translation)

The French Government will not accept any invocation against it of a decision taken under the provisions of Article 18(3)(d).

GERMAN DEMOCRATIC REPUBLIC

The instrument of accession of the Government of the German Democratic Republic was accompanied by the following declarations.

(Translation)

The Government of the German Democratic Republic considers that the provisions of Article 16 of the Convention are inconsistent with the principle that all States pursuing their policies in accordance with the purpose and principles of the Charter of the United Nations shall have the right to become parties to conventions affecting the interests of all States.

The position of the Government of the German Democratic Republic on Article 20 of the Convention, as far as the application of the Convention to colonial and other dependent territories is concerned, is governed by the provisions of the United Nations Declaration on the Granting of Independence to Colonial Countries and Peoples (Res.1514 (XV) of 14 December 1960) proclaiming the necessity of bringing to a speedy and unconditional end colonialism in all its forms and manifestations.

HUNGARY

The instrument of accession of the Government of the Hungarian People's Republic included the following statement:

(Translation)

The Presidential Council of the Hungarian People's Republic declares that the terms contained in Article 2, paragraph (3) and Article 20 of the Convention concerning the extension of the validity of the Convention to territories for the international relations of which the Contracting Governments are responsible, are incompatible with the Declaration of the UN General Assembly of December 14, 1960 on the Granting of Independence to Colonial Countries and Peoples.

ISRAEL

In a communication dated 11 February 1976, the Government of Israel requested the Secretary-General to bring to the attention of Governments the following statement:

"The Government of Israel notes that in acceding to the International Convention on Tonnage Measurements of Ships, 1969 (Document TM.2/Circ.20), the Government of the Syrian Arab Republic included in its Instruments of Accession sentences relating to the State of Israel. This statement by the Government of the Syrian Arab Republic is a political one and it is the view of the Government of Israel that the Inter-Governmental Maritime Consultative Organization and its conventions are not the proper place for making such pronouncements. These pronouncements are, moreover, in flagrant contradiction to the principles, objects and purposes of the Convention in question.

The Government of Israel rejects the said statement as being devoid of any legal validity whatsoever and will proceed on the assumption that it cannot in any way affect the obligations incumbent on the Syrian Arab Republic under the above-mentioned Convention.

The Government of Israel will, in so far as concerns the substance of the matter, adopt towards the Government of the Syrian Arab Republic an attitude of complete reciprocity.

It is requested that the text of this Note be circulated to all Member States to which the aforesaid Convention is open for signature."

ROMANIA

The instrument of accession of the Government of the Socialist Republic of Romania was accompanied by the following statement (in the French language):

(Translation)

- (a) The Socialist Republic of Romania considers that the provisions of Article 16 of the International Convention on Tonnage Measurement of Ships are not in accord with the principle whereby unilateral international treaties, the purposes of which are of concern to the international community as a whole, should be open to universal participation.
- (b) The Socialist Republic of Romania considers that the maintenance in a state of dependency of certain territories, to which the provisions of Article 2(3) and Article 20 of the International Convention on Tonnage Measurement of Ships refer, is inconsistent with the Charter of the United Nations and with the texts adopted by the United Nations regarding the granting of independence to colonial countries and peoples, including the Declaration relative to the principles of international law concerning friendly relations and co-operation between States in accordance with the Charter of the United Nations unanimously adopted in 1970 by the General Assembly of the United Nations by Resolution 2625 (XXV), which solemnly proclaims the duties of States to encourage the achievement of the principle of the equality of the rights of peoples and their right to self-determination, with a view to bringing colonialism to a speedy end.

SYRIAN ARAB REPUBLIC

The instrument of accession of the Government of the Syrian Arab Republic contains the following sentence:

(Translation)

... this accession ... to this Convention ... in no way implies recognition of Israel and does not involve the establishment of any relations with Israel arising from the provisions of this Convention.

UNION OF SOVIET SOCIALIST REPUBLICS

The instrument of acceptance of the Government of the Union of Soviet Socialist Republics contained a statement:

(Translation)

The Government of the Union of Soviet Socialist Republics states that paragraph (1) of Article 16 of the International Convention on Tonnage Measurement, 1969 under which Governments of a number of States are deprived of the opportunity to become Parties to this Convention, is of a discriminatory nature and believes that in accordance with the principle of sovereign equality of States the Convention should be open for participation to all the interested States without discrimination or restrictions.

The Government of the Soviet Union considers it necessary to state also that the provisions of Article 2 (paragraph (3)) and Article 20 of the Convention on the extension by the Contracting Parties of its application to the territories, for whose international relations they are responsible, are incompatible with the Declaration of the General Assembly of the United Nations Organization on the granting of independence to colonial countries and peoples (Resolution 1514 (XV) of 14 December 1960).

UNITED ARAB REPUBLIC

On signing the Convention the Government of the United Arab Republic made the following declaration subject to ratification:

“The Government of the UAR register the following reservation. The signing of this Convention does not prejudice in any way the full application of the Suez Tonnage Rules for ships using the Suez Canal.”

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