

APPROVAL OF THE RECOMMENDATIONS OF THE MARITIME SAFETY COMMITTEE
ON TREATMENT OF SHELTER-DECK AND OTHER “OPEN” SPACES
RESOLUTION A.48(III) adopted on 18 October 1963

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SHELTER-DECK AND OTHER "OPEN" SPACES

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THE ASSEMBLY,

TAKING NOTE of Article 16(i) of the Convention concerning
the functions of the Assembly,

NOTING FURTHER Articles 22 and 30 of the Convention which
set out the procedure for consideration and adoption of recom-
mendations to members concerning maritime safety,

NOTING IN ADDITION that the recommendation of the Maritime
Safety Committee as to the treatment of shelter-deck and other
"open" spaces has been considered by the Council at its ninth
session and transmitted to the Assembly,

BEARING IN MIND

Recommendation 17 of the International Conference on
Safety of Life at Sea, 1960,

the Statement issued at the meeting of tonnage experts
from Oslo Convention member countries held in Reykjavik in 1961,

the Resolution of the 1959 Conference of Classification
Societies, concerning the closing of tonnage openings in the
interests of safety,

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HAVING CONSIDERED the recommendation of the Maritime Safety Committee on treatment of shelter-deck and other "open" spaces

DECIDES

- (1) to endorse the recommendation on treatment of shelter-deck and other "open" spaces as set out in the Annex;
- (2) to agree that the details of the tonnage mark table, form and position of the tonnage mark, definition of the second deck, and any other relevant details which might arise shall be approved by the Maritime Safety Committee;
- (3) to recommend governments concerned to include in their national tonnage measurement requirements provisions to give effect to the Recommendations;
- (4) to invite governments concerned to exchange, through the Secretariat, relevant information as to their practices in the matters covered by these Recommendations, the object being to ensure international uniformity as far as practicable in the interpretation and application of the Recommendations.

ANNEX

RECOMMENDATIONS ON THE TREATMENT OF SHELTER-DECK
AND OTHER "OPEN" SPACES

General

1. Pending the establishment of a universal system of tonnage measurement, provisions should be introduced into the present national tonnage measurement requirements so that those spaces of a permanent character which are regarded as open spaces, and are accordingly exempted from inclusion in gross tonnage under such rules, may be permanently closed, while retaining the present exemption of those spaces.
2. More specifically, such provisions should extend to all ships and should permit exemption from gross tonnage of:
 - (a) certain permanently closed spaces situated on or above the uppermost complete deck exposed to sea and weather; and
 - (b) certain permanently closed spaces situated between the above-mentioned uppermost complete deck and the complete deck next below (i.e. the second deck), provided that a tonnage mark as hereinafter defined is not submerged.

Tonnage mark

3. Tonnage mark reference deck. The tonnage mark should be located at a certain distance below the line of the second deck, the position of such line being as defined for a deck-line in the International Load Line Convention in force.
4. Location of tonnage mark. The distance referred to in paragraph 3 above should be calculated by using the tonnage mark tables.^(x)

(x) The final tonnage mark tables will be worked out and subsequently approved by the Maritime Safety Committee.

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The tonnage mark and the statutory load-line

5. The tonnage mark^(x) should be marked on each side of the ship slightly abaft amidships, i.e. sufficiently away from the statutory load-line mark to avoid confusion between the two marks. In no case should the tonnage mark be assigned above the appropriate statutory load-line. Nothing in these recommendations would prevent the assignment of a statutory load-line on the assumption that the second deck is the freeboard deck. When the statutory load-line is so assigned, the tonnage mark may be placed at the same level, without regard to any tabular assignment which would otherwise be required.

Use of tonnage mark in determining tonnage

6. When the tonnage mark is not submerged, the gross and net tonnages determined by exempting the spaces which qualify for exemption in accordance with paragraph 8 below and which are situated within the uppermost 'tween-deck should apply; when the tonnage mark is submerged, the gross and net tonnages determined without exempting the said spaces should be applicable.

Detached superstructures and deck-houses

7. The spaces which qualify for exemption and which are situated in the detached superstructures or deck-houses on or above the uppermost complete deck, should be exempt from inclusion in the gross tonnage, whether or not the tonnage mark is submerged.

(x) The details of the form and location of the tonnage mark will be worked out and subsequently approved by the Maritime Safety Committee.

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Spaces qualifying for exemption

8. Those spaces which are permanently closed but which, were they provided with tonnage openings, would be exempt from inclusion in the gross tonnage under the present relevant national tonnage measurement requirements, should qualify for exemption, provided that:

- (a) if the above spaces are situated on or above the uppermost complete deck, they should be exempt from inclusion in the gross tonnage irrespective of the draught (paragraph 7);
- (b) if the spaces are situated within the uppermost 'tween-deck; and
 - (i) if the tonnage mark is not submerged, the spaces should be exempt from inclusion in the gross tonnage;
 - (ii) if, on the other hand, the tonnage mark is submerged, the spaces should be included in the gross tonnage (paragraph 6).

Entry in the tonnage certificate of information on the spaces exempted

9. Pertinent information on the spaces which have been exempted from inclusion in the gross tonnage in accordance with subparagraphs 8(a) and 8(b)(i) should be entered in the tonnage certificate, in a manner similar to the present practice in regard to the spaces not included in the gross tonnage.

Control of tonnage

10. Tonnage certificate. If a ship has a tonnage mark, the tonnage certificate of the ship should show two sets of gross and net tonnages determined in accordance with paragraph 8 above, except that when the statutory load-line is assigned on

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the assumption that the second deck is the freeboard deck and the tonnage mark is placed at the same level as the load-line mark, only one set of tonnages need be shown. (The term "tonnage certificate" also covers the "certificate of registry".)

Validation of applicable tonnage

11. The applicable set of tonnages should be determined either (a) in accordance with the ship's loading condition, i.e. whether the tonnage mark is submerged or not, or (b) by the validation by the national authorities concerned of either of the two sets of tonnages for a certain period or for the voyage, as appropriate.

Uses of dual tonnages

12. When the tonnage certificate shows two sets of tonnages the higher set of tonnages will apply for the purposes of safety. Apart from this safety consideration, the choice between the two sets of tonnages for any particular purpose is left to the interests concerned.

Application

13. The above provisions should be applicable to all ships, whether existing or new.

Relationship to any universal system of tonnage measurement

14. The above provisions should not necessarily form an integral part of any universal system of tonnage measurement.

Exchange of information between governments

15. Governments should exchange, through the Organization, relevant information as to their practices in the matters covered by these recommendations, the object being to ensure international uniformity as far as practicable in the interpretation and application of the recommendations.

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