



IMO

SUB-COMMITTEE ON STABILITY AND  
LOAD LINES AND ON FISHING  
VESSELS SAFETY - 36th session  
Agenda item 23

ANY OTHER BUSINESS

Interpretation of the 1969 International Convention  
on tonnage measurement of ships

Submitted by Germany

1 According to the Paris Memorandum, port State controls require beside other certificates also the Tonnage Certificate. If questions arise by the inspection of the tonnage documents, the German Tonnage Authority has to be contacted, in order to settle the problem with the foreign authorities. The question is: is a verification of the International Tonnage Certificate (1969) according to article 12(b) of the Convention necessary? Is it necessary to verify whether the main characteristics of the ship correspond to the data given in the Certificate and to estimate the tonnages? The Panama Canal Commission, as well as the Suez authorities, check the tonnage of all ships passing the canals for the first time, in order to ensure that all figures have been correctly calculated. Indeed, it might be desirable to check the tonnage of the special ships, which will become an International Tonnage Certificate according to article 3(2)(d) only at the end of the transition period. The importance of correct tonnage results has to be underlined because they are decisive for many international and national regulations. Is any information available how other contracting Governments intend to proceed?

2 The Maritime Safety Committee, at its fifty-ninth session, in view of the approaching expiry of the "period of grace" for existing ships by 18 July 1994, urged Administrations to encourage shipowners to apply for remeasurement of their ships and recertification in accordance with the International Convention on Tonnage Measurement of Ships, 1969, without further delay (MSC/Circ.575 dated 8 July 1991). Is any information available how the concerned Administrations deal with this problem and can it be expected that the remeasurements of existing ships will be finished at that time?

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