



TÜRK LOYDU

TECHNICAL CIRCULAR

Circular No: S-P 10/13 **Revision:** 01 **Page:** 1 **Adoption Date:** June 2016

Related Requirement: UI SC224 (Rev.0 Aug 2008), UI LL74 (Rev.0 Aug 2008), UI MPC95 (Rev.0 Aug 2008), UI TM1 (Rev.0 Aug 2008), UI TM2 Rev.0 (Oct 2015)

Subject: Unified Interpretations for International Convention on Tonnage Measurements of Ships

Entry into Force Date: Provided for each item separately

As stated in IACS UI SC224 Rev.0 (Aug 2008), UI LL74 Rev.0 (Aug 2008) and UI MPC95 Rev.0 (Aug 2008);

Several IMO instruments (e.g., ICLL, SOLAS and MARPOL Conventions, the IBC Code and the IGC Code, etc.) require distances to be measured such as tank length, height, width, ship (or subdivision or waterline) length, etc..

Interpretation

Unless explicitly stipulated otherwise in the text of the regulations in SOLAS, Load Line and MARPOL Conventions and any of their mandatory Codes, distances are to be measured by using moulded dimensions.

As stated in UI TM1 Rev.0 (Aug 2008)

Regulation 2 (2) (c) of Annex 1

When calculating the net tonnage for ships with an open mooring deck aft, the moulded depth should be measured to the line of the open mooring deck continued forward parallel to the raised part of the upper deck (depth D1 in Figure 1) and not to the raised part of the upper deck (depth D2 in Figure 1). If the upper deck is continued aft over the mooring deck, the moulded depth should still be taken as D1 in Figure 1, provided that the side openings allow the space below the upper deck to be considered as an excluded space according to Regulation 2 (5) (b) and (c).

For ships with a step in the upper deck extending across the full breadth and greater than one metre in length, the moulded depth should be measured to the line of the lower point of the exposed deck extended parallel to the raised part of the exposed deck (depth D1 in Figure 2) and not to the raised part of the upper deck (depth D2 in Figure 2).

If the step or mooring deck is situated outside the length as defined in Article 2(8) of the Convention or if the length of the step or mooring deck is one metre or less, the moulded depth should be taken as D2 in Figures 1 and 2.

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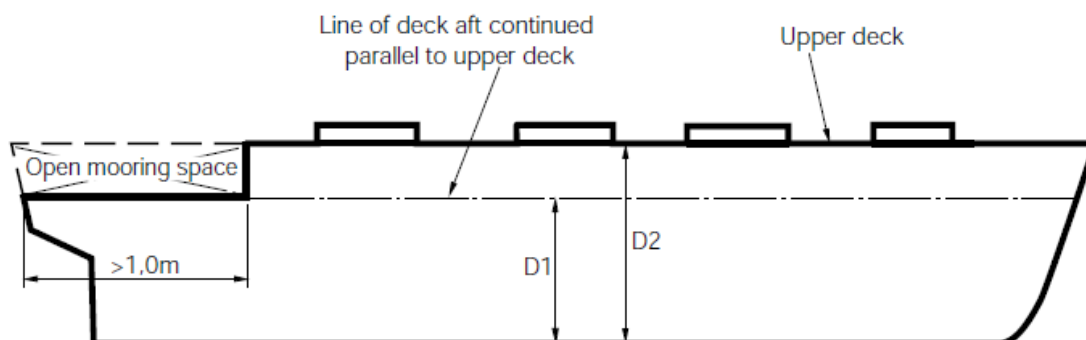


Fig. 1

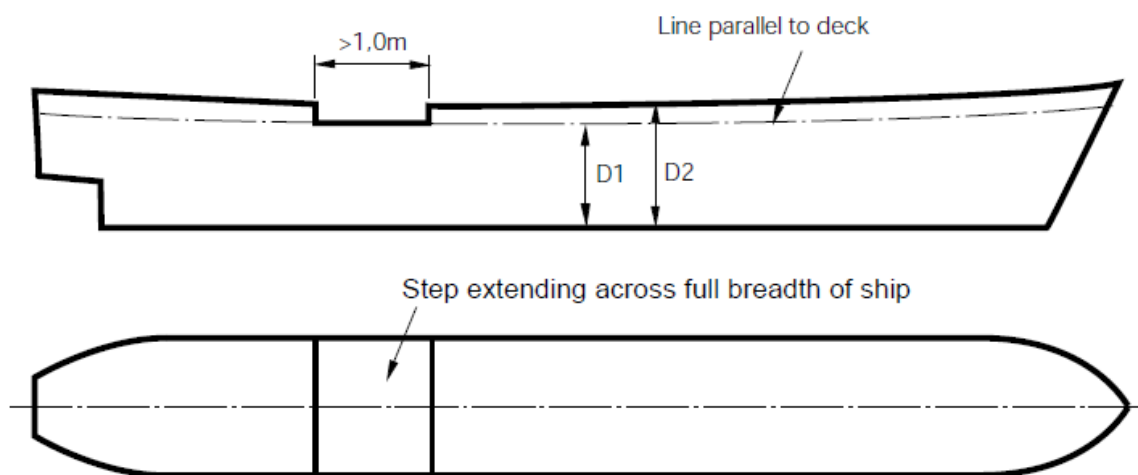


Fig. 2

As stated in UI TM2 Rev.0 (Oct 2015)

International Tonnage Convention 1969 - Heat Exchangers (Coolers) Treatment

References

International Convention on Tonnage Measurements of Ships, 1969 - Regulation 2(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.

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International Convention on Tonnage Measurements of Ships, 1969 - Regulation 6(2):

Calculation of Volumes

Volumes of appendages shall be included in the total volume.

TM.5/Circ.6 - Interpretation R.2(4)-9:

Machinery such as mooring and towing equipment, winches, revolving cranes, cranes with truss structures, and other similar items should not be included in the total volume of all enclosed spaces (V).

TM.5/Circ.6 - Interpretation R.6(2)-1:

Bulbs, fairwaters, propeller shaft bossings or other structures should be treated as appendages.

Interpretation

Heat exchangers (coolers) fitted in hull recesses or outside of the hull shall be treated as machinery under TM.5/Circ.6 Interpretation R.2(4)-9 and not as appendages.