

No. 21264

MULTILATERAL

International Convention on tonnage measurement of ships, 1969 (with annexes, official translations of the Convention in the Russian and Spanish languages and Final Act of the Conference). Concluded at London on 23 June 1969

Authentic texts: English and French.

Authentic texts of the Final Act: English, French, Russian and Spanish.

Registered by the International Maritime Organization on 28 September 1982.

MULTILATÉRAL

Convention internationale de 1969 sur le jaugeage des navires (avec annexes, traductions officielles de la Convention en russe et en espagnol et Acte final de la Conférence). Conclue à Londres le 23 juin 1969

Textes authentiques: anglais et français.

Textes authentiques de l'Acte final: anglais, français, russe et espagnol.

Enregistrée par l'Organisation maritime internationale le 28 septembre 1982.

INTERNATIONAL CONVENTION¹ 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 least moulded depth measured from the top of the keel, or the

¹ Came into force on 18 July 1982 in respect of the States indicated hereafter, on whose behalf it had been definitively signed or for which an instrument of acceptance or accession had been deposited with the International Maritime Organization, in accordance with article 16, i.e., 24 months after the date (17 July 1980) on which the conditions provided for to that effect (viz., *inter alia*, that not less than 25 Governments of States the combined merchant fleets of which constitute not less than 65 per cent of the gross tonnage of the world's merchant shipping had become Contracting Parties thereto) had been fulfilled, in accordance with article 17 (1):

(Continued on page 5)

length from the foreside 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.

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.

(Footnote 1 continued from page 4)

State	Date of deposit of the instrument of acceptance (A) or accession (a)	State	Date of deposit of the instrument of acceptance (A) or accession (a)
Algeria	4 October 1976 a	Netherlands	16 June 1981 A
Argentina	24 January 1979 A	(For the Kingdom in Europe and for the Netherlands Antilles.)	
Austria	7 October 1975 a	New Zealand	6 January 1978 a
Bahamas	22 July 1976 a	(With a declaration that its accession shall not extend to the Cook Islands, Niue and Tokelau.)	
Bangladesh	6 November 1981 a	Norway	26 August 1971 A
Belgium	2 June 1975 A	Panama	9 March 1978 a
Brazil	30 November 1970 A	Philippines	6 September 1978 A
China *	8 April 1980 a	Poland	27 July 1976 A
Colombia	16 June 1976 a	Republic of Korea	18 January 1980 A
Czechoslovakia *	10 April 1974 a	Romania *	21 May 1976 a
Fiji	29 November 1972 a	Saudi Arabia	20 January 1975 a
Finland	6 February 1973 A	Spain	6 November 1972 A
France *	31 October 1980 A	Sweden	11 May 1979 A
German Democratic Republic *	15 May 1975 a	Switzerland	21 June 1977 A
Germany, Federal Republic of (With a declaration of application to Berlin (West).)	7 May 1975 A	Syrian Arab Republic *	6 February 1975 a
Ghana	13 December 1973 A	Tonga	12 April 1977 a
Guinea	19 January 1981 a	Trinidad and Tobago	15 February 1979 a
Hungary *	23 May 1975 a	Turkey	16 May 1980 a
Iceland	17 June 1970 A	Union of Soviet Socialist Republics *	20 November 1969 A
India	26 May 1977 a	United Kingdom of Great Britain and Northern Ireland (With a declaration of application to Hong Kong effected on 16 January 1981.)	8 January 1971 A
Iran	28 December 1973 a	Yemen	6 March 1979 a
Iraq	29 August 1972 a	Yugoslavia	29 April 1971 A
Israel *	13 February 1975 A		
Italy	10 September 1974 A		
Japan	17 July 1980 A		
Liberia	25 September 1972 A		
Mexico	14 July 1972 A		
Monaco	19 January 1971 a		

Subsequently, the Convention came into force for the following States three months after the date of deposit of an instrument of acceptance or accession with the International Maritime Organization, in accordance with article 17 (3):

State	Date of deposit of the instrument of acceptance (A) or accession (a)
Australia (With effect from 21 August 1982.)	21 May 1982 a
Denmark * (With effect from 22 September 1982.)	22 June 1982 A
Peru (With effect from 16 October 1982.)	16 July 1982 a

* See p. 61 of this volume for the texts of the declarations and reservations made upon acceptance or accession.

(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.

(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 recognized 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 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 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.

(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 shall 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.

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 these regulations unreasonable or impracticable shall be as determined by the Administration. Where the 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 subparagraphs (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 the 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,
 $K_1 = 0.2 + 0.02 \log_{10} V$ (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 Lines¹ 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 Sea² 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;
- (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_e , 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 only 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_e , 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 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.

¹ United Nations, *Treaty Series*, vol. 640, p. 133.

² *Ibid.*, vol. 1184, p. 2.

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 surfaces 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. Hatched 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)(a)(i)

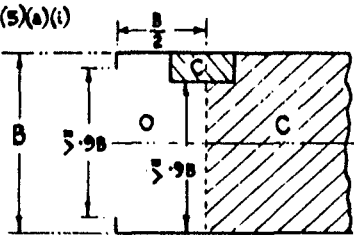


Fig. 1

Reg. 2(S)(a)(i)

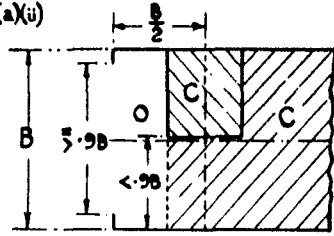


Fig. 2

Reg. 2(S)(a)(ii)

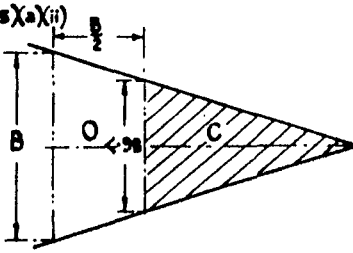


Fig. 3

Reg. 2(S)(a)(ii)

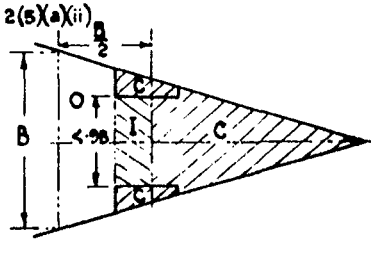


Fig. 4

Reg. 2(S)(a)(i)

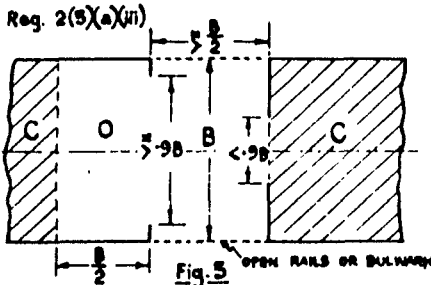


Fig. 5

Reg. 2(S)(a)(iii)

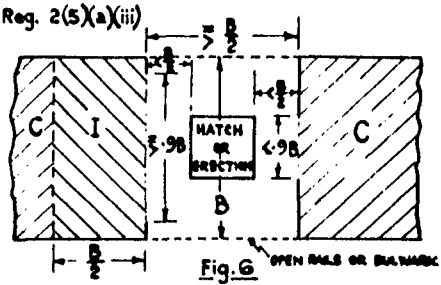
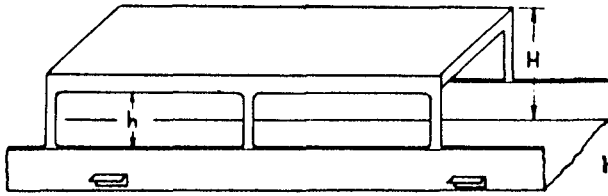


Fig. 6

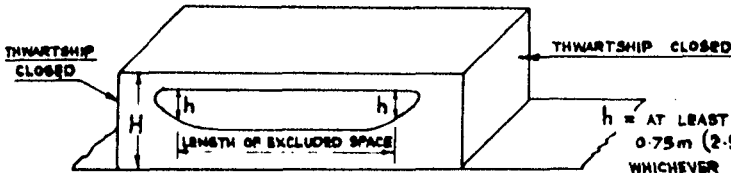
Reg. 2(5)(b)



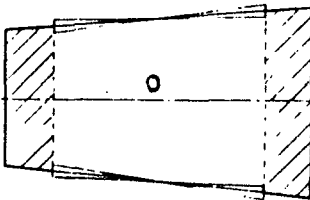
$h = \text{AT LEAST } \frac{H}{3} \text{ OR } 0.75 \text{ m (2.5 FEET)}$
WHICHEVER IS THE GREATER.

Fig. 7

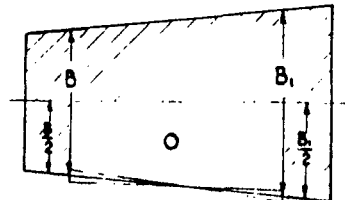
Reg. 2(5)(c)



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



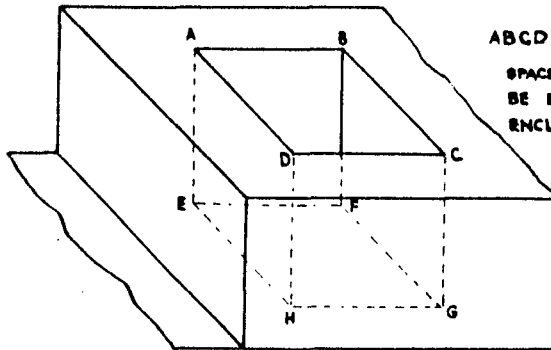
OPPOSITE SIDE OPENINGS



OPENING ON ONE SIDE ONLY

Fig. 8

Reg. 2(5)(d)



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

Fig. 9

Reg. 2(5)(c)

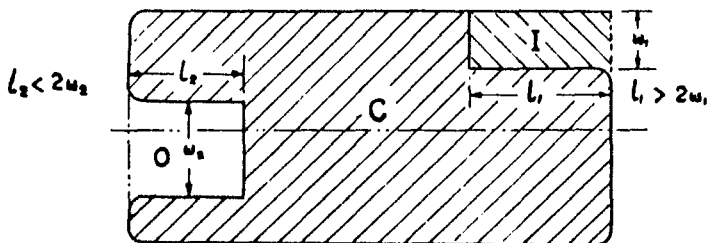


Fig. 10

SHIPS WITH ROUNDED GUNWALES

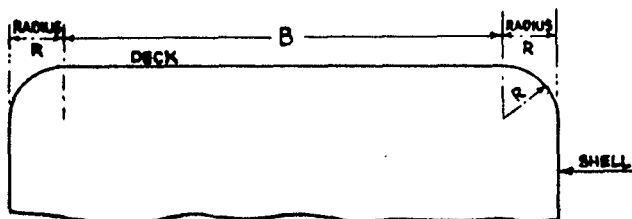


Fig. 11

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

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 on19..

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 at19..

(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 comprise both enclosed and excluded spaces.			MOULDED DRAUGHT (Regulation 4(2))		
Date and place of original measurement					
Date and place of last previous remeasurement					
REMARKS:					

For the Government of the Kingdom of Afghanistan
Pour le Gouvernement du Royaume d'Afghanistan

For the Government of the People's Republic of Albania
Pour le Gouvernement de la République populaire d'Albanie

For the Government of the Democratic and Popular Republic of Algeria
Pour le Gouvernement de la République algérienne démocratique et populaire

For the Government of the Argentine Republic
Pour le Gouvernement de la République Argentine

Bajo reserva de ratificación¹
[A. VON DER BECKE]²

For the Government of the Commonwealth of Australia
Pour le Gouvernement du Commonwealth d'Australie

For the Government of the Republic of Austria
Pour le Gouvernement de la République d'Autriche

For the Government of Barbados
Pour le Gouvernement de la Barbade

For the Government of the Kingdom of Belgium
Pour le Gouvernement du Royaume de Belgique

Sous réserve d'approbation³
[J. VAN DEN BOSCH]
[R. VANCRAEYNST]

¹ Subject to ratification—Sous réserve de ratification.

² Names of signatories appearing between brackets were not legible and have been supplied by the International Maritime Organization—Les noms des signataires donnés entre crochets étaient illisibles et ont été fournis par l'Organisation maritime internationale.

³ Subject to approval.

For the Government of the Republic of Bolivia
Pour le Gouvernement de la République de Bolivie

For the Government of the Republic of Botswana
Pour le Gouvernement de la République du Botswana

For the Government of the Federative Republic of Brazil
Pour le Gouvernement de la République fédérative du Brésil

[RUBEM JOSÉ RODRIGUES DE MATTOS]
Subject to acceptance¹

For the Government of the People's Republic of Bulgaria
Pour le Gouvernement de la République populaire de Bulgarie

Subject to ratification²
[P. DOINOV]

For the Government of the Union of Burma
Pour le Gouvernement de l'Union birmane

For the Government of the Republic of Burundi
Pour le Gouvernement de la République du Burundi

For the Government of the Byelorussian Soviet Socialist Republic
Pour le Gouvernement de la République socialiste soviétique de Biélorussie

For the Government of the Kingdom of Cambodia
Pour le Gouvernement du Royaume du Cambodge

¹ Sous réserve d'acceptation.

² Sous réserve de ratification.

For the Government of the Federal Republic of Cameroon
Pour le Gouvernement de la République fédérale du Cameroun

For the Government of Canada
Pour le Gouvernement du Canada

Subject to acceptance¹
[R. R. MACGILLIVRAY]

For the Government of the Central African Republic
Pour le Gouvernement de la République centrafricaine

For the Government of Ceylon
Pour le Gouvernement de Ceylan

For the Government of the Republic of Chad
Pour le Gouvernement de la République du Tchad

For the Government of the Republic of Chile
Pour le Gouvernement de la République du Chili

For the Government of the Republic of China
Pour le Gouvernement de la République de Chine

Subject to acceptance¹
[FU-SUNG CHU]

For the Government of the Republic of Colombia
Pour le Gouvernement de la République de Colombie

¹ Sous réserve d'acceptation.

For the Government of the Republic of the Congo
Pour le Gouvernement de la République du Congo

For the Government of the Democratic Republic of the Congo
Pour le Gouvernement de la République démocratique du Congo

For the Government of the Republic of Costa Rica
Pour le Gouvernement de la République du Costa Rica

For the Government of the Republic of Cuba
Pour le Gouvernement de la République de Cuba

For the Government of the Republic of Cyprus
Pour le Gouvernement de la République de Chypre

For the Government of the Czechoslovak Socialist Republic
Pour le Gouvernement de la République socialiste tchécoslovaque

For the Government of the Republic of Dahomey
Pour le Gouvernement de la République du Dahomey

For the Government of the Kingdom of Denmark
Pour le Gouvernement du Royaume du Danemark

Subject to acceptance¹
[ERH. ASSENS]

¹ Sous réserve d'acceptation.

For the Government of the Dominican Republic
Pour le Gouvernement de la République Dominicaine

For the Government of the Republic of Ecuador
Pour le Gouvernement de la République de l'Equateur

For the Government of the Republic of El Salvador
Pour le Gouvernement de la République d'El Salvador

For the Government of the Republic of Equatorial Guinea
Pour le Gouvernement de la République de la Guinée équatoriale

For the Government of the Empire of Ethiopia
Pour le Gouvernement de l'Empire d'Ethiopie

For the Government of the Federal Republic of Germany
Pour le Gouvernement de la République fédérale d'Allemagne

Subject to acceptance¹
[ERNST TENNSTEDT]

For the Government of the Republic of Finland
Pour le Gouvernement de la République de Finlande

Subject to acceptance¹
[ARVO KARJALAINEN]

For the Government of the French Republic
Pour le Gouvernement de la République française

Sous réserve d'approbation ultérieure²
[G. DE COURCEL]

¹ Sous réserve d'acceptation.

² Subject to subsequent approval.

For the Government of the Gabonese Republic
Pour le Gouvernement de la République gabonaise

For the Government of The Gambia
Pour le Gouvernement de la Gambie

For the Government of the Republic of Ghana
Pour le Gouvernement de la République du Ghana

[Y. K. QUARTEY]

Subject to acceptance¹

For the Government of the Kingdom of Greece
Pour le Gouvernement du Royaume de Grèce

Subject to acceptance¹

[E. FOTIADIS]

For the Government of the Republic of Guatemala
Pour le Gouvernement de la République du Guatemala

For the Government of the Republic of Guinea
Pour le Gouvernement de la République de Guinée

For the Government of Guyana
Pour le Gouvernement de la Guyane

For the Government of the Republic of Haiti
Pour le Gouvernement de la République d'Haïti

¹ Sous réserve d'acceptation.

For the Government of the Holy See
Pour le Gouvernement du Saint-Siège

For the Government of the Republic of Honduras
Pour le Gouvernement de la République du Honduras

For the Government of the Hungarian People's Republic
Pour le Gouvernement de la République populaire hongroise

For the Government of the Republic of Iceland
Pour le Gouvernement de la République d'Islande

Subject to acceptance¹
[HJÁLMAR R. BÁRDARSON]

For the Government of the Republic of India
Pour le Gouvernement de la République de l'Inde

For the Government of the Republic of Indonesia
Pour le Gouvernement de la République d'Indonésie

Subject to acceptance¹
[J. A. LOLONG]

For the Government of the Empire of Iran
Pour le Gouvernement de l'Empire d'Iran

For the Government of the Republic of Iraq
Pour le Gouvernement de la République d'Irak

¹ Sous réserve d'acceptation.

For the Government of Ireland
Pour le Gouvernement de l'Irlande

Subject to acceptance¹

[S. O'SULLIVAN]

[R. RODGERS]

For the Government of the State of Israel
Pour le Gouvernement de l'Etat d'Israël

Subject to acceptance¹

[P. MUENCH]

[P. MILCH]

For the Government of the Italian Republic
Pour le Gouvernement de la République italienne

Sous réserve d'acceptation²

[GIUSEPPE SARCHIOLA]

For the Government of the Republic of the Ivory Coast
Pour le Gouvernement de la République de Côte d'Ivoire

For the Government of Jamaica
Pour le Gouvernement de la Jamaïque

For the Government of Japan
Pour le Gouvernement du Japon

Subject to acceptance¹

[TSUTOMU WADA]

For the Government of the Hashemite Kingdom of Jordan
Pour le Gouvernement du Royaume hachémite de Jordanie

¹ Sous réserve d'acceptation.

² Subject to acceptance.

For the Government of the Republic of Kenya
Pour le Gouvernement de la République du Kenya

For the Government of the Republic of Korea
Pour le Gouvernement de la République de Corée
Subject to acceptance¹
[EI WHAN PAI]

For the Government of the State of Kuwait
Pour le Gouvernement de l'Etat du Koweït
Subject to acceptance¹
[A. R. MULLA HUSSEIN]

For the Government of the Kingdom of Laos
Pour le Gouvernement du Royaume du Laos

For the Government of the Lebanese Republic
Pour le Gouvernement de la République libanaise

For the Government of the Kingdom of Lesotho
Pour le Gouvernement du Royaume du Lesotho

For the Government of the Republic of Liberia
Pour le Gouvernement de la République du Libéria
Subject to acceptance¹
[J. D. LAWRENCE]
[HENRY N. CONWAY, Jr.]

For the Government of the Kingdom of Libya
Pour le Gouvernement du Royaume de Libye

For the Government of the Principality of Liechtenstein
Pour le Gouvernement de la Principauté de Liechtenstein

¹ Sous réserve d'acceptation.

For the Government of the Grand Duchy of Luxembourg
Pour le Gouvernement du Grand-Duché de Luxembourg

For the Government of the Malagasy Republic
Pour le Gouvernement de la République malgache

Sous réserve d'acceptation¹
[C. RABENORO]

For the Government of the Republic of Malawi
Pour le Gouvernement de la République du Malawi

For the Government of Malaysia
Pour le Gouvernement de la Malaisie

For the Government of the Republic of the Maldives
Pour le Gouvernement de la République des Iles Maldives

For the Government of the Republic of Mali
Pour le Gouvernement de la République du Mali

For the Government of Malta
Pour le Gouvernement de Malte

For the Government of the Islamic Republic of Mauritania
Pour le Gouvernement de la République islamique de Mauritanie

¹ Subject to acceptance.

For the Government of Mauritius
Pour le Gouvernement de Maurice

For the Government of the United Mexican States
Pour le Gouvernement des Etats-Unis du Mexique

Ad referendum

[EDUARDO SUAREZ]

For the Government of the Principality of Monaco
Pour le Gouvernement de la Principauté de Monaco

For the Government of the Mongolian People's Republic
Pour le Gouvernement de la République populaire mongole

For the Government of the Kingdom of Morocco
Pour le Gouvernement du Royaume du Maroc

For the Government of the Kingdom of Nepal
Pour le Gouvernement du Royaume du Népal

For the Government of the Kingdom of the Netherlands
Pour le Gouvernement du Royaume des Pays-Bas

Subject to acceptance¹

[D. W. VAN LYNDEN]

For the Government of New Zealand
Pour le Gouvernement de la Nouvelle-Zélande

¹ Sous réserve d'acceptation.

For the Government of the Republic of Nicaragua
Pour le Gouvernement de la République du Nicaragua

For the Government of the Republic of the Niger
Pour le Gouvernement de la République du Niger

For the Government of the Federal Republic of Nigeria
Pour le Gouvernement de la République fédérale du Nigéria

For the Government of the Kingdom of Norway
Pour le Gouvernement du Royaume de Norvège

Subject to acceptance¹
[NEUBERTH WIE]

For the Government of Pakistan
Pour le Gouvernement du Pakistan

Subject to acceptance¹
[M. A. HAROON]

For the Government of the Republic of Panama
Pour le Gouvernement de la République du Panama

For the Government of the Republic of Paraguay
Pour le Gouvernement de la République du Paraguay

For the Government of the Republic of Peru
Pour le Gouvernement de la République du Pérou

¹ Sous réserve d'acceptation.

For the Government of the Republic of the Philippines
Pour le Gouvernement de la République des Philippines

Subject to acceptance¹
[L. GANTIOQUI]

For the Government of the Polish People's Republic
Pour le Gouvernement de la République populaire de Pologne

Subject to acceptance¹
[M. FILA]

For the Government of the Portuguese Republic
Pour le Gouvernement de la République portugaise

Subject to acceptance¹
[S. SERAFIM GUERREIRO]

For the Government of the Socialist Republic of Romania
Pour le Gouvernement de la République socialiste de Roumanie

For the Government of the Rwandese Republic
Pour le Gouvernement de la République rwandaise

For the Government of the Republic of San Marino
Pour le Gouvernement de la République de Saint-Marin

For the Government of the Kingdom of Saudi Arabia
Pour le Gouvernement du Royaume de l'Arabie Saoudite

For the Government of the Republic of Senegal
Pour le Gouvernement de la République du Sénégal

¹ Sous réserve d'acceptation.

For the Government of Sierra Leone
Pour le Gouvernement de la Sierra Leone

For the Government of the Republic of Singapore
Pour le Gouvernement de la République de Singapour

For the Government of the Somali Republic
Pour le Gouvernement de la République somalie

For the Government of the Republic of South Africa
Pour le Gouvernement de la République sud-africaine

For the Government of the People's Republic of Southern Yemen
Pour le Gouvernement de la République populaire du Yémen du Sud

For the Government of the Spanish State
Pour le Gouvernement de l'Etat espagnol

Subject to acceptance¹
[SANTA GRUZ]

For the Government of the Republic of the Sudan
Pour le Gouvernement de la République du Soudan

For the Government of the Kingdom of Swaziland
Pour le Gouvernement du Royaume du Souaziland

¹ Sous réserve d'acceptation.

For the Government of the Kingdom of Sweden
Pour le Gouvernement du Royaume de Suède

Subject to acceptance¹
[LIEF BELFRAGE]

For the Government of the Swiss Confederation
Pour le Gouvernement de la Confédération suisse

Sous réserve de ratification (d'approbation)²
[R. KELLER]

For the Government of the Syrian Arab Republic
Pour le Gouvernement de la République arabe syrienne

For the Government of the United Republic of Tanzania
Pour le Gouvernement de la République-Unie de Tanzanie

For the Government of the Kingdom of Thailand
Pour le Gouvernement du Royaume de Thaïlande

For the Government of the Togolese Republic
Pour le Gouvernement de la République togolaise

For the Government of Trinidad and Tobago
Pour le Gouvernement de la Trinité-et-Tobago

For the Government of the Republic of Tunisia
Pour le Gouvernement de la République tunisienne

¹ Sous réserve d'acceptation.

² Subject to ratification (approval).

For the Government of the Republic of Turkey
Pour le Gouvernement des République turque

For the Government of Uganda
Pour le Gouvernement de l'Ouganda

For the Government of the Ukrainian Soviet Socialist Republic
Pour le Gouvernement de la République socialiste soviétique d'Ukraine

For the Government of the Union of Soviet Socialist Republics
Pour le Gouvernement de l'Union des Républiques socialistes soviétiques

С оговоркой о принятии ¹
[A. S. KOLESNICHENKO]

For the Government of the United Arab Republic
Pour le Gouvernement de la République arabe unie

Subject to ratification (acceptance) with declaration: ²

“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 the ships using the Suez Canal’.”

[ZAKARIA EL SADR]
[Y. A. OMAR]

For the Government of the United Kingdom of Great Britain and Northern
Ireland
Pour le Gouvernement du Royaume-Uni de Grande-Bretagne et d'Irlande du
Nord

Subject to acceptance ³
[R. F. PROSSER]

¹ Subject to acceptance — Sous réserve d'acceptation.

² Sous réserve de ratification (acceptation) avec déclaration:

[TRANSLATION — TRADUCTION]

Le Gouvernement de la RAU enregistre la réserve suivante:

La signature de cette Convention n'autorise aucune dérogation à l'application totale des règles de tonnage spécifiques au canal de Suez pour les navires qui l'empruntent.

³ Sous réserve d'acceptation.

For the Government of the United States of America
Pour le Gouvernement des Etats-Unis d'Amérique

Subject to acceptance ¹
[CHARLES P. MURPHY]

For the Government of the Republic of the Upper Volta
Pour le Gouvernement de la République de Haute-Volta

For the Government of the Eastern Republic of Uruguay
Pour le Gouvernement de la République orientale de l'Uruguay

For the Government of the Republic of Venezuela
Pour le Gouvernement de la République du Venezuela

[J. M. ZAMBRANO E.]
Subject to acceptance ¹

For the Government of the Republic of Viet-Nam
Pour le Gouvernement de la République du Viet-Nam

For the Government of the Independent State of Western Samoa
Pour le Gouvernement de l'Etat indépendant du Samoa-Occidental

For the Government of the Yemen Arab Republic
Pour le Gouvernement de la République arabe du Yémen

For the Government of the Socialist Federal Republic of Yugoslavia
Pour le Gouvernement de la République fédérative socialiste de Yougoslavie

Sous réserve d'approbation ²
[I. COLOVIĆ]

For the Government of the Republic of Zambia
Pour le Gouvernement de la République de Zambie

¹ Sous réserve d'acceptation.

² Subject to approval.

DECLARATIONS AND RESER-
VATIONS MADE UPON AC-
CEPTANCE (A) OR ACCES-
SION (a)

CHINA (a)

DÉCLARATIONS ET RÉSERVES
FAITES LORS DE L'APPRO-
BATION (A) OU DE L'ADHÉ-
SION (a)

CHINE (a)

[CHINESE TEXT—TEXTE CHINOIS]

[中华人民共和国政府]

声明：台湾当局用中国名义对该公约的签署是非法的、
无效的。

[TRANSLATION]¹

[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.

[TRADUCTION]¹

[Le Gouvernement de la République populaire de Chine] tient à déclarer que la signature de la Convention par les autorités de Taïwan au nom de la Chine est illégale, nulle et non avenue.

¹ Translation supplied by the International Maritime Organization.

¹ Traduction fournie par l'Organisation maritime internationale.

CZECHOSLOVAKIA (a)

“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.”¹

DENMARK (A)

“Even though the Convention has not yet entered into force for Denmark, the Danish Government will apply the provisions of the Convention already as of July 18, 1982, insofar as regards both Danish ships and ships of States for which the Convention will enter into force on July 18, 1982, or at any date between the said date and the date of the formal entry into force of the Convention for Denmark.”

¹ See General Assembly Resolution 1514 (XV) in United Nations, *Official Records of the General Assembly, Fifteenth Session, Supplement No. 16 (A/4684)*, p. 66.

TCHÉCOSLOVAQUIE (a)

[TRADUCTION¹—TRANSLATION²]

En adhérant à la Convention internationale sur le jaugeage des navires, le Gouvernement de la République socialiste tchécoslovaque souhaite déclarer que l'article 16 de la Convention n'est pas conforme au principe généralement reconnu de l'égalité souveraine des Etats et que l'article 20 n'est pas conforme à la Déclaration sur l'octroi de l'indépendance aux pays et aux peuples coloniaux, adoptée à la XV^e session de l'Assemblée générale des Nations Unies le 14 décembre 1960³.

DANEMARK (A)

[TRADUCTION¹—TRANSLATION²]

Même si la Convention n'est pas encore entrée en vigueur pour le Danemark, le Gouvernement danois en appliquera les dispositions dès le 18 juillet 1982 à l'égard à la fois de ses propres navires et des navires des Etats pour lesquels la Convention entrera en vigueur le 18 juillet 1982, ou à toute autre date comprise entre le 18 juillet 1982 et la date à laquelle la Convention entrera officiellement en vigueur pour le Danemark.

¹ Traduction fournie par l'Organisation maritime internationale.

² Translation supplied by the International Maritime Organization.

³ Voir la Résolution 1514 (XV) de l'Assemblée générale des Nations Unies, *Documents officiels de l'Assemblée générale, quinzième session, Supplément n° 16 (A/4684)*, p. 70.

FRANCE (A)

FRANCE (A)

[TRANSLATION¹ — TRADUCTION²]

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

«Le Gouvernement français n'acceptera pas que lui soit opposée une décision prise en vertu des dispositions de l'article 18, paragraphe 3, d.»

GERMAN DEMOCRATIC
REPUBLIC (a)RÉPUBLIQUE DÉMOCRATIQUE
ALLEMANDE (a)

[GERMAN TEXT — TEXTE ALLEMAND]

„Die Regierung der Deutschen Demokratischen Republik ist der Auffassung, daß die Bestimmungen des Artikels 16 der Konvention im Widerspruch zu dem Prinzip stehen, wonach alle Staaten, die sich in ihrer Politik von den Zielen und Grundsätzen der Charta der Vereinten Nationen leiten lassen, das Recht haben, Mitglied von Konventionen zu werden, die die Interessen aller Staaten berühren.

Die Regierung der Deutschen Demokratischen Republik läßt sich in ihrer Haltung zu den Bestimmungen des Artikels 20 der Konvention, soweit sie die Anwendung der Konvention auf Kolonialgebiete und andere abhängige Territorien betreffen, von den Festlegungen der Deklaration der Vereinten Nationen über die Gewährung der Unabhängigkeit an die kolonialen Länder und Völker (Res. Nr. 1514 (XV) vom 14. Dezember 1960) leiten, welche die Notwendigkeit einer schnellen und bedingungslosen Beendigung des Kolonialismus in allen seinen Formen und Äußerungen proklamieren.“

[TRANSLATION]¹[TRADUCTION]¹

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.

Le Gouvernement de la République démocratique allemande estime que les dispositions de l'article 16 de la Convention ne sont pas compatibles avec le principe selon lequel tous les Etats dont la politique est conforme aux buts et aux principes de la Charte des Nations Unies ont le droit de devenir parties aux conventions touchant les intérêts de tous les Etats.

¹ Translation supplied by the International Maritime Organization.

² Traduction fournie par l'Organisation maritime internationale.

¹ Traduction fournie par l'Organisation maritime internationale.

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 (Resolution 1514 (XV) of 14 December 1960)¹ proclaiming the necessity of bringing to a speedy and unconditional end colonialism in all its forms and manifestations.

La position du Gouvernement de la République démocratique allemande à l'égard des dispositions de l'article 20 de la Convention, dans la mesure où il concerne l'application de la Convention aux territoires coloniaux et aux autres territoires dépendants, s'inspire des dispositions de la Déclaration des Nations Unies sur l'octroi de l'indépendance aux pays et aux peuples coloniaux [résolution 1514 (XV) du 14 décembre 1960¹] par laquelle est proclamée la nécessité de mettre rapidement et inconditionnellement fin au colonialisme sous toutes ses formes et dans toutes ses manifestations.

HUNGARY (a)

HONGRIE (a)

[HUNGARIAN TEXT — TEXTE HONGROIS]

“A Magyar Népköztársaság Elnöki Tanácsa kijelenti, hogy az Egyezmény 2. cikkének (3) bekezdésében és 20. cikkében foglalt azon kitételek, amelyek az Egyezmény érvényének kiterjesztésére vonatkoznak — olyan területek tekintetében, amelyeknek külkapcsolataiért a Szerződő Kormányok felelősséget viselnek — nem egyeztethetők össze a gyarmati országoknak és népeknek biztosítandó függetlenségről szóló 1960. december 14-i ENSz közgyűlési deklarációval.”

[TRANSLATION]²

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

[TRADUCTION]²

Le Conseil présidentiel de la République populaire hongroise déclare que les dispositions de l'article 2, paragraphe 3 et de l'article 20 de la Convention relatives à l'extension de

¹ United Nations, *Official Records of the General Assembly, Fifteenth Session, Supplement No. 16 (A/4684)*, p. 66.

² Translation supplied by the International Maritime Organization.

¹ Nations Unies, *Documents officiels de l'Assemblée générale, quinzième session, Supplément n° 16 (A/4684)*, p. 70.

² Traduction fournie par l'Organisation maritime internationale.

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 United Nations General Assembly of December 14, 1960, on the granting of independence to colonial countries and peoples.¹

ISRAEL (A)

“This statement by the Government of the Syrian Arab Republic² 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 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.”

la Convention aux territoires dont les relations internationales sont assurées par des Gouvernements contractants, sont incompatibles avec la Déclaration de l'Assemblée générale des Nations Unies du 14 décembre 1960 sur l'octroi de l'indépendance aux pays et aux peuples coloniaux¹.

ISRAËL (A)

[TRADUCTION² — TRANSLATION³]

Cette déclaration par le Gouvernement de la République arabe syrienne⁴ a un caractère politique et, de l'avis de Gouvernement d'Israël, l'Organisation intergouvernementale consultative de la navigation maritime et les conventions dont elle est le dépositaire ne constituent pas l'endroit approprié pour de tels propos. En outre, ces propos sont en contradiction flagrante avec les principes, objectifs et buts de la Convention en question.

Le Gouvernement d'Israël rejette ladite déclaration car, sur le plan juridique, elle est dénuée de toute validité quelle qu'elle soit et il agira en présumant que cette déclaration ne peut en aucune manière avoir un effet sur les obligations qui incombent à la République arabe syrienne en vertu de la Convention susmentionnée.

Quant au fond de la question, le Gouvernement d'Israël adoptera à l'égard du Gouvernement de la République arabe syrienne une attitude de réciprocité complète.

¹ See footnote 1 on p. 62 of this volume.

² See p. 67 of this volume.

¹ Voir note 3, page 62 du présent volume.

² Traduction fournie par l'Organisation maritime internationale.

³ Translation supplied by the International Maritime Organization.

⁴ Voir p. 67 du présent volume.

ROMANIA (a)

ROUMANIE (a)

[TRANSLATION¹ — TRADUCTION²]

(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,³ 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),⁴ 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.

«a) La République socialiste de Roumanie considère que les dispositions de l'article 16 de la Convention internationale relative au jaugeage des bateaux ne sont pas en concordance avec le principe selon lequel les traités internationaux multilatéraux dont l'objet intéresse la communauté internationale dans son ensemble doivent être ouverts à la participation universelle.

«b) La République socialiste de Roumanie considère que la maintien de l'état de dépendance de certains territoires auxquels se réfèrent les dispositions du paragraphe 3 de l'article 2 et de l'article 20 de la Convention internationale relative au jaugeage des bateaux ne sont pas en concordance avec la Charte des Nations Unies et les documents adoptés par l'ONU sur l'octroi de l'indépendance aux pays et aux peuples coloniaux¹, y compris la Déclaration relative aux principes du droit international touchant les relations amicales et la coopération entre les Etats conformément à la Charte des Nations Unies, adoptée à l'unanimité par la résolution 2625 (XXV) de 1970 de l'Assemblée générale des Nations Unies² qui proclame solennellement le devoir des Etats de favoriser la réalisation du principe de l'égalité de droits des peuples et de leur droit à disposer d'eux-mêmes dans le but de mettre rapidement fin au colonialisme.»

¹ Translation supplied by the International Maritime Organization.

² Traduction fournie par l'Organisation maritime internationale.

³ See footnote 1 on p. 62 of this volume.

⁴ United Nations, *Official Records of the General Assembly, Twenty-fifth Session, Supplement No. 28* (A/8028), p. 121.

¹ Voir note 3, p. 62 du présent volume.

² Nations Unies, *Documents officiels de l'Assemblée générale, vingt-cinquième session, Supplément n° 28* (A/8028), p. 131.

[TRANSLATION]¹

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 Parties without any 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).

[TRADUCTION]¹

Le Gouvernement de l'Union des Républiques socialistes soviétiques déclare que le paragraphe 1 de l'article 16 de la Convention internationale de 1969 sur le jaugeage des navires, aux termes duquel les gouvernements d'un certain nombre d'Etats ne peuvent devenir parties à la Convention, introduit une discrimination. Il est convaincu que, conformément au principe de l'égalité souveraine des Etats, tous les Etats intéressés doivent pouvoir devenir parties à la Convention sans discrimination ni restriction aucune.

Le Gouvernement de l'Union soviétique juge également nécessaire de déclarer que les dispositions de l'article 2 (paragraphe 3) et de l'article 20 relatives à l'extension, par les Parties contractantes, de l'application de la Convention aux territoires dont celles-ci assurent les relations internationales sont incompatibles avec la Déclaration de l'Assemblée générale des Nations Unies sur l'octroi de l'indépendance aux pays et aux peuples coloniaux [résolution 1514 (XV) du 14 décembre 1960].

¹ Translation supplied by the International Maritime Organization.

¹ Traduction fournie par l'Organisation maritime internationale.

FINAL ACT OF THE INTERNATIONAL CONFERENCE ON TONNAGE MEASUREMENT OF SHIPS, 1969

1. Recognizing that the establishment of a universal system of tonnage measurement for ships engaged on international voyages should constitute an important contribution to maritime transport, a Conference was held in London from 27 May to 23 June 1969, upon the invitation of the Inter-Governmental Maritime Consultative Organization, for the purpose of drawing up an International Convention on Tonnage Measurement of Ships.

2. The Governments of the following States were represented by delegations at the Conference:

Argentina	Kuwait
Australia	Liberia
Belgium	Malagasy Republic
Brazil	Mexico
Bulgaria	Netherlands
Cameroon	New Zealand
Canada	Nigeria
China, Republic of	Norway
Czechoslovakia	Pakistan
Denmark	Peru
Federal Republic of Germany	Philippines
Finland	Poland
France	Portugal
Ghana	South Africa
Greece	Spain
Guatemala	Sweden
Iceland	Switzerland
India	Union of Soviet Socialist Republics
Indonesia	United Arab Republic
Ireland	United Kingdom
Israel	United States of America
Italy	Venezuela
Japan	Viet-Nam, Republic of
Korea, Republic of	Yugoslavia

3. The Governments of the following States were represented at the Conference by observers:

Barbados	Iraq
Cambodia	Jordan
Holy See	Thailand
Hong Kong	

4. The following non-governmental organizations were represented at the Conference by observers:

- International Association of Ports and Harbors
- International Chamber of Shipping
- International Shipping Federation
- Permanent International Association of Navigation Congresses

5. The Suez Canal Authority and the Panama Canal Company were also represented at the Conference by observers.

6. Admiral Edwin J. Roland (United States of America) was elected President of the Conference.

7. Mr. W. Milewski (Poland), Captain R. J. R. de Mattos (Brazil), Mr. Y. S. Kasbekar (India) and Mr. Y. K. Quartey (Ghana) were elected Vice-Presidents of the Conference.

8. The Secretary-General of the Conference was Mr. Colin Goad (Secretary-General of the Organization); the Deputy Secretary-General of the Conference was Mr. Jean Quéguiner (Deputy Secretary-General of the Organization); and the Executive Secretary of the Conference was Mr. V. Nadeinski (Secretary of the Maritime Safety Committee of the Organization).

9. The Conference established four Committees for the accomplishment of its work:

General Committee

Chairman: Mr. R. Vancraeynest (Belgium)

Vice-Chairman: Dr. P. Nikolić (Yugoslavia)

Technical Committee

Chairman: Mr. L. Spinelli (Italy)

Vice-Chairman: Mr. P. Eriksson (Sweden)

Drafting Committee

Chairman: Mr. W. J. Madigan (United Kingdom)

Vice-Chairman: Mr. N. I. Glukhov (Union of Soviet Socialist Republics)

Credentials Committee

Chairman: Mr. A. von der Becke (Argentina)

Vice-Chairman: Mr. I. C. Edet (Nigeria)

10. The documentation of the Conference, used as a basis for its discussions, included three proposals for a universal system of tonnage measurement, each consisting of a draft text of a Convention with annexed Regulations and Tonnage Certificate prepared by the Maritime Safety Committee of the Organization, together with comments thereon submitted by various Governments and additional proposals by Governments.

11. As a result of its deliberations, as recorded in the records and reports of the Committees and in the records of the Plenary sessions, the Conference prepared and opened for signature and accession the International Convention on Tonnage Measurement of Ships, 1969.

12. The Conference adopted three Recommendations arising from its deliberations. These Recommendations relate to:

- (1) Acceptance of the International Convention on Tonnage Measurement of Ships, 1969.
- (2) Uses of gross and net tonnages.
- (3) Uniform interpretation of definitions of terms.

13. The text of this Final Act, being in a single original in the English, French, Russian and Spanish languages, together with the attached texts of the International Convention on Tonnage Measurement of Ships, 1969, and of the Recommendations of the Conference, which are in the English and French languages, shall be deposited with the Inter-Governmental Maritime Consultative Organization. Official translations of the attached Convention and Recommendations shall be prepared in the Russian and Spanish languages and shall be deposited together with this Final Act. The Secretary-General of the Organization shall send a certified copy of this Final Act and, when they have been prepared, certified copies of the official translations of the Convention and the Recommendations, to each of the Governments invited to be represented at this Conference.

IN WITNESS WHEREOF the undersigned have affixed their signatures to this Final Act.

DONE at London this twenty-third day of June one thousand nine hundred and sixty-nine.

President
Président
Председатель
Presidente

[Signed— Signé]¹

Secretary-General of the Inter-Governmental Maritime
Consultative Organization
Secrétaire général de l'Organisation intergouvernementale
consultative de la navigation maritime
Генеральный Секретарь Межправительственной Морской
Консультативной Организации
Secretario General de la Organización Consultiva
Marítima Intergubernamental

[Signed— Signé]²

Deputy Secretary-General of the Inter-Governmental Maritime
Consultative Organization
Secrétaire général adjoint de l'Organisation intergouvernementale
consultative de la navigation maritime
Заместитель Генерального Секретаря Межправительственной Морской
Консультативной Организации
Secretario General Adjunto de la Organización Consultiva
Marítima Intergubernamental

[Signed— Signé]³

Executive Secretary of the Conference
Secrétaire exécutif de la Conférence
Исполнительный Секретарь Конференции
Secretario Ejecutivo de la Conferencia

[Signed— Signé]⁴

¹ Signed by Edwin J. Roland— Signé par Edwin J. Roland.

² Signed by Colin Goad— Signé par Colin Goad.

³ Signed by Jean Quéguiner— Signé par Jean Quéguiner.

⁴ Signed by V. Nadeinski— Signé par V. Nadeinski.

RECOMMENDATIONS

The following are the recommendations adopted by the Conference:

*Recommendation 1. ACCEPTANCE OF THE INTERNATIONAL CONVENTION
ON TONNAGE MEASUREMENT OF SHIPS, 1969*

The Conference recommends that Governments should accept the International Convention on tonnage measurement of ships, 1969, at as early a date as possible.

Recommendation 2. USES OF GROSS AND NET TONNAGES

The Conference recommends that the gross tonnage and the net tonnage as determined in accordance with the provisions of the International Convention on tonnage measurement of ships, 1969, should be accepted as the parameters referred to where those terms are used in conventions, laws and regulations, and also as the basis for statistical data relating to the overall size or useful capacity of merchant ships. In addition, recognizing that the transition from existing tonnage measurement systems to the new system provided in the Convention should cause the least possible impact on the economics of merchant shipping and port operations, the Conference recommends that Contracting Governments, port authorities, and all other agencies which use tonnage as a basis for charges should carefully consider which parameter is most appropriate for their use in the light of their present practice.

Recommendation 3. UNIFORM INTERPRETATION OF DEFINITION OF TERMS

The Conference, recognizing that the definitions of certain terms used in the International Convention on tonnage measurement of ships, 1969, such as "length", "breadth", "passenger" and "weathertight", are identical to those contained in other conventions of which the Inter-Governmental Maritime Consultative Organization is depositary, recommends that Contracting Governments should take steps to ensure that identical definitions of terms used in such conventions are interpreted in a uniform and consistent manner.
